(c 1850-1950)

16

PLEASE use care in turning pages

SHORT LINES

VOL I

+++++++++++++++++++++++++++++++
+ This book, No. 16, contains +
+ 204 pages with 1,471 clips +
+ of 173 different roads   +
+++++++++++++++++++++++++++++++

DONATED TO THE RAILWAY &
LOCOMOTIVE HISTORICAL SOCIETY
December 08, 1986

++
D E D I C A T I O N

to all the Shortlines, while not as long were just as wide (and in some case not even that), who served the countless towns and areas that were bypassed by the Class I roads. There was a fascination about short lines that, usually, were operated with small engines, antique equipment, over rusty rails that wandered off across the fields or thru the woods. Yet, there were many that were the equal to the standards of any "main line" road. It is sad to relate that the most of these little roads have disappeared, forever. Let us let these pages, then, bring back a few memories of the Short Lines.
++

Kanawha, Glen Jean & Eastern c/n 47487 Blt by Baldwin 1917
Later to the Aberdeen & Rockfish

THE AMERICAN SHORT LINE RAILROAD ASSOCIATION

Tower Building, 14th and K Streets, N.W., Washington, D.C. 1940

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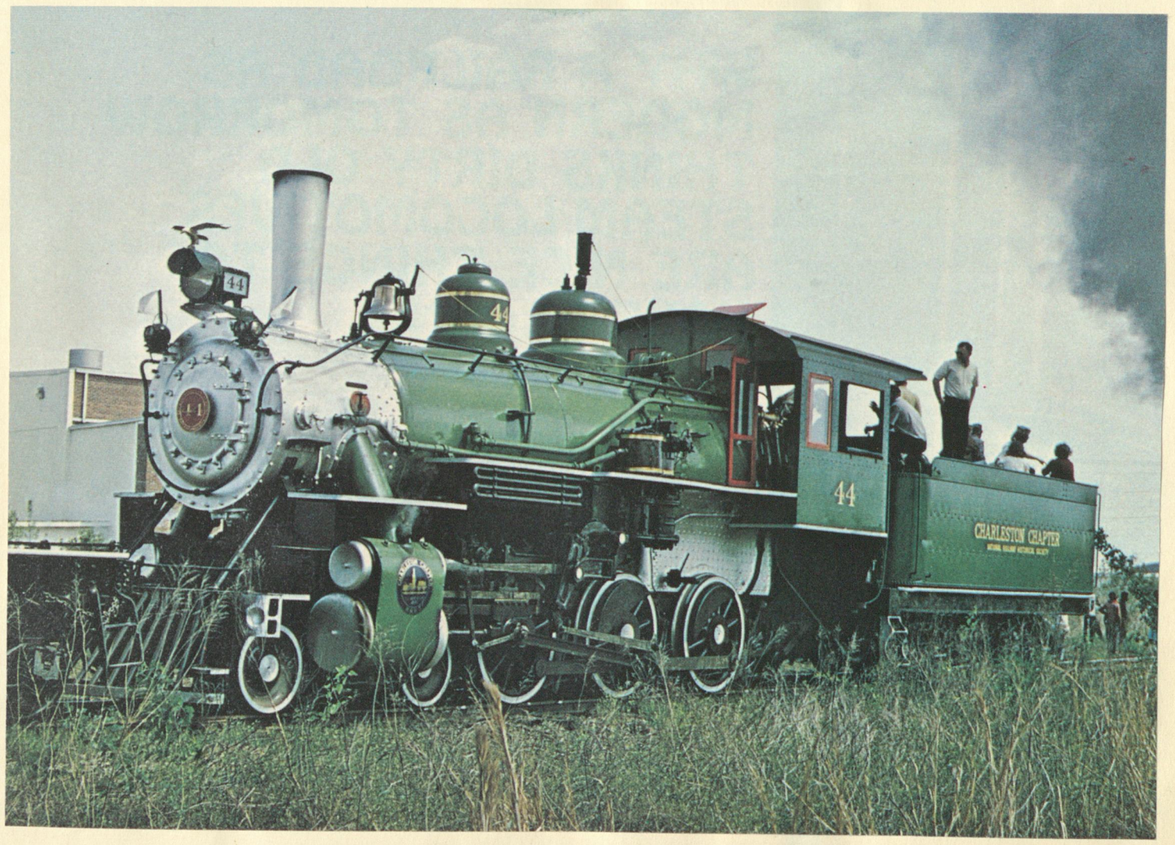
LIBRARY OF
FRM
R. RAY McKNIGHT

Jefferson & NorthWestern
Baldwin 1912
c/n 38855

NOTE:- Where the builders construction number (c/n) is shown it is for the engine illustrated. Clippings that are initialed "OKM" are those salvaged from a former scrapbook of my father.

My mind reverts to former scenes, to spirit-stirring days;
Guarding their sacred memories, as ashes in an urn,
I muse upon those good old times; and sigh for their return.

Henry Webb Dunshee



This bewitching little 10 wheeler is the proud possession of the Charleston Chapter of the National Railway Historical Society. For many years she worked for the Hampton & Branchville; was rescued by the Charleston members and after many dollars and countless hours of devoted labor she stands ready (April 1970) for service once again. A prime example of tender, loving care!

Blt by Baldwin 1926
c/n 59751

This little colt was built by Brooks in 1904 [c/n 30234] for the three foot gauge N.& S.V.

F. RAY McKNIGHT
8835 S. W. HAZELVERN WAY
PORTLAND, OR 97223

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W. E. G., Minneapolis, Minn.—The Duluth & Northeastern was incorporated in 1898 and was built shortly afterward between Cloquet and Hornby, Minn., 58 miles, between which points it still operates. Owned by the Duluth, Missabe & Northern, it has 11 locomotives, 546 cars.

DULUTH & NORTHEASTERN R. R. CO.

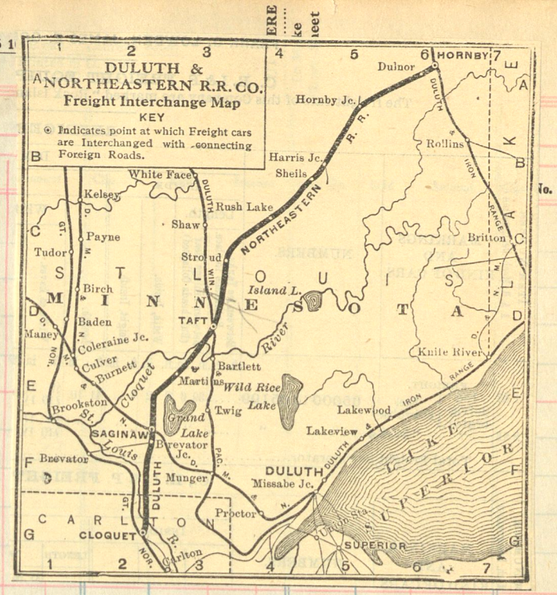
GENERAL OFFICERS.

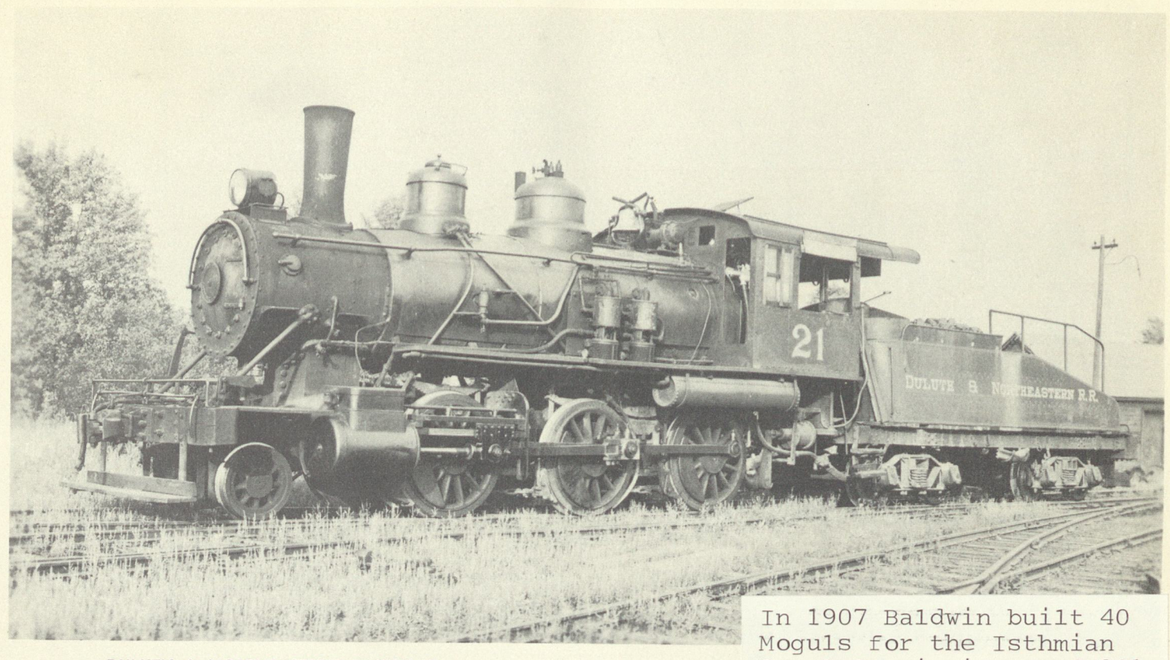
STUART B. COPELAND, President....Cloquet, Minn. | G. E. NICHOLS, Auditor, General Manager and Traffic Manager..Cloquet, Minn. | C. A. JENSEN, Superintendent.....Cloquet, Minn.
F. A. KELLY, Vice-President..... " | | E. A. BLINN, Car Accountant..... "
E. P. DUPONT, Secretary-Treasurer. "

GENERAL OFFICES, CLOQUET, MINN.

Miles of road operated, 57.77. Gauge, 4 ft. 8½ in. Locomotives (coal burning), 8. Limit of load allowed to pass over this line in excess of marked capacity, 10 per cent.

1940

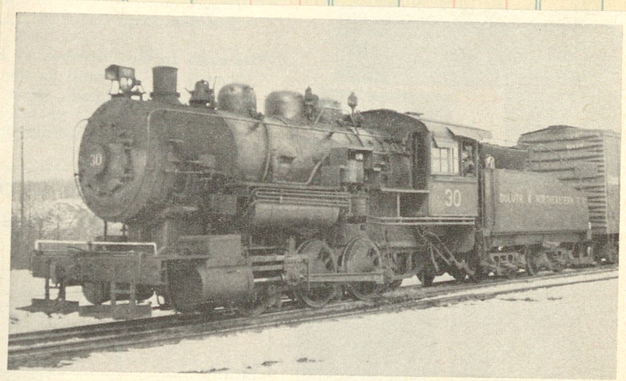




DULUTH & NORTHEASTERN RAILROAD NO. 21

Baldwin built, this old timer's slope backed tender is indicative of the type of service to which she is assigned; local freight with plenty of switching. The little known D&NE is an 11.4 mile freight only pike in Minnesota, connecting with the NP, GN, Milw, and DM&IR. At Cloquet, Minn., Aug. 1949. Ted Gay Collection.

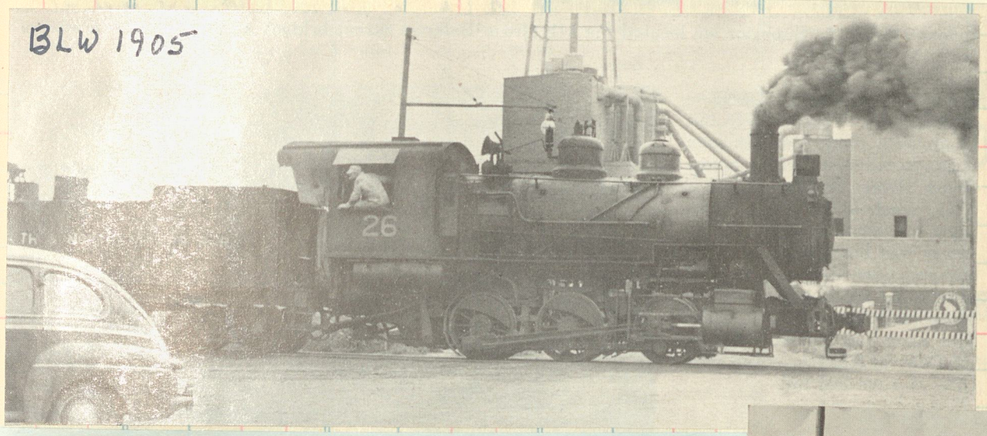
In 1907 Baldwin built 40 Moguls for the Isthmian Canal Commission noed 301-340 for work on the Panama Canal. Sold to U.S.Q.M. Corps in 1922. D&NE #21 was former ICC #330 and had c/n 30260



Robert Anderson.

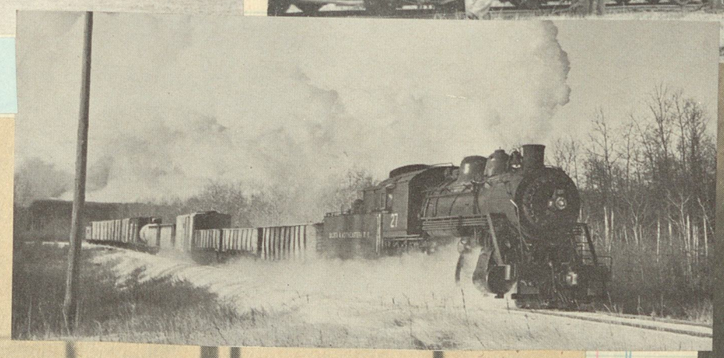
WHO says steam's dead? Newest acquisition of 11-mile Duluth & Northeastern is ex-Lake Superior Terminal & Transfer 0-6-0 No. 30 (Alco 1921). D&N also owns two old 2-8-0's, two ex-Missabe 2-8-0's, and an ex-Army 0-6-0.

BLW 1905

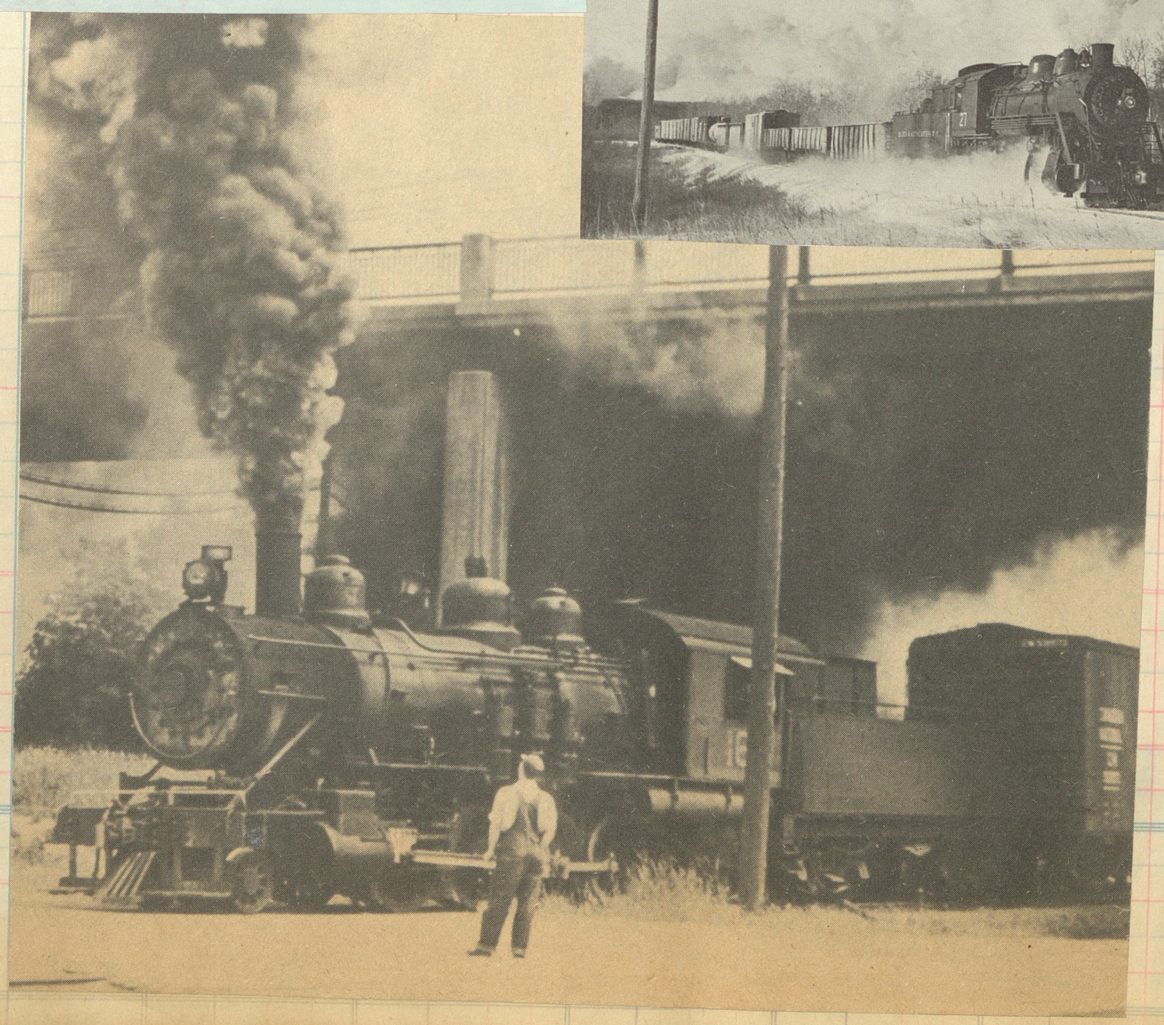


#14, a 2-8-0 blt by Baldwin in 1913 [c/n 40874] works the DM&N interchange at Saginaw.

The 26 was purchased from the Western Maryland in 1952.



#16, sister to No14 BLW 1913



Illinois R.R. Club excur.

Duluth & Northeastern 14 and 27, both former Duluth, Missabe & Iron Range 2-8-0's, were teamed up at Cloquet, Minn., as Mike Eagleson snapped them on Sept. 2, 1962.

R

SELLER
DATE
FORM | DESTINATION | Amt. | Com. No.

Sylvania Central

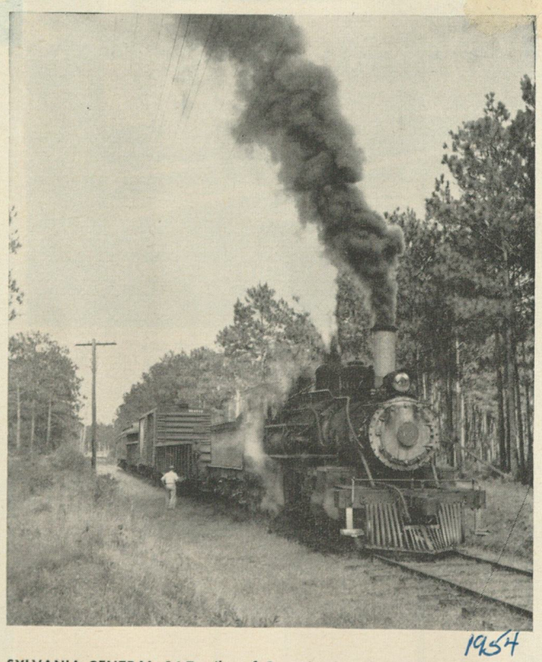
SALES AT

Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Ten wheeler #103 was built by Baldwin in 1905 (c/n 25310) as Stillmore Air Line #103, then Wadley Southern #103 before going to the S. C. Now on static display at Savannah Central Sta as the CofG #403.

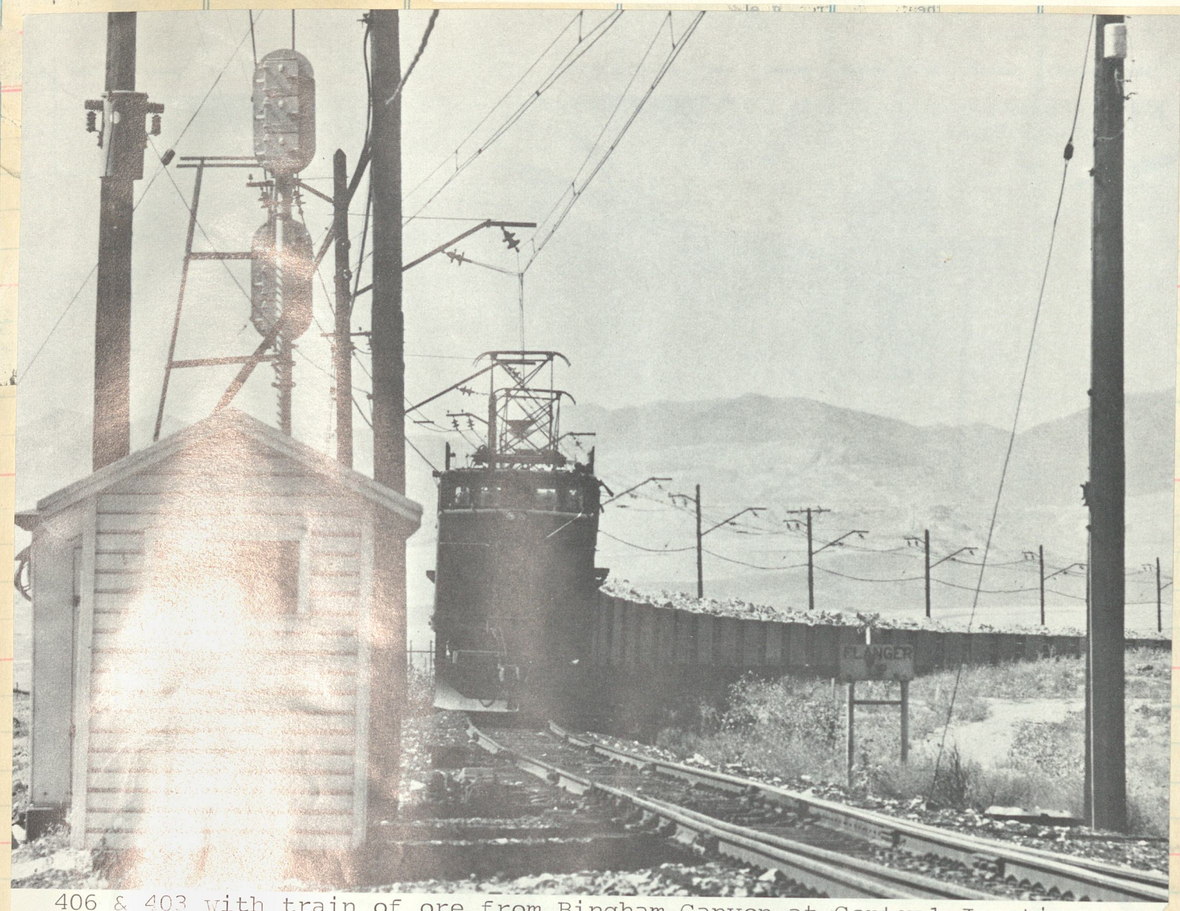
SYLVANIA CENTRAL RAILWAY.
Train leaves Rocky Ford[1] †9 45 a.m., arrives Sylvania (14.7 miles) 11 00 a.m. Returning, leaves Sylvania †2 00 p.m., arrives Rocky Ford 3 10 p.m.
† Daily, except Sunday.
Eastern time.
August, 1932.
Connection.—[1]With Central of Georgia Ry.

The mixed train chuffs along the uncertain steel on the Sylvania Central. Rails are from 50 to 61¼ pounds per yard and ballast is in keeping with the light iron. These account for slow running and a great deal of lateral, vertical and other motion of the ancient way car. The Sylvania is controlled by the Central of Georgia and CG makes up its deficits. In 1944 the little road rolled up a deficit of $177,251. Traffic on the Sylvania Central is moderate except during the peanut rush. Then everyone turns out to get the nuts to market. The plowed fields along the short line yield an annual harvest of approximately 500 carloads which the Sylvania delivers to connections at either end of its road. To move the peanuts necessitates six trains on some days.

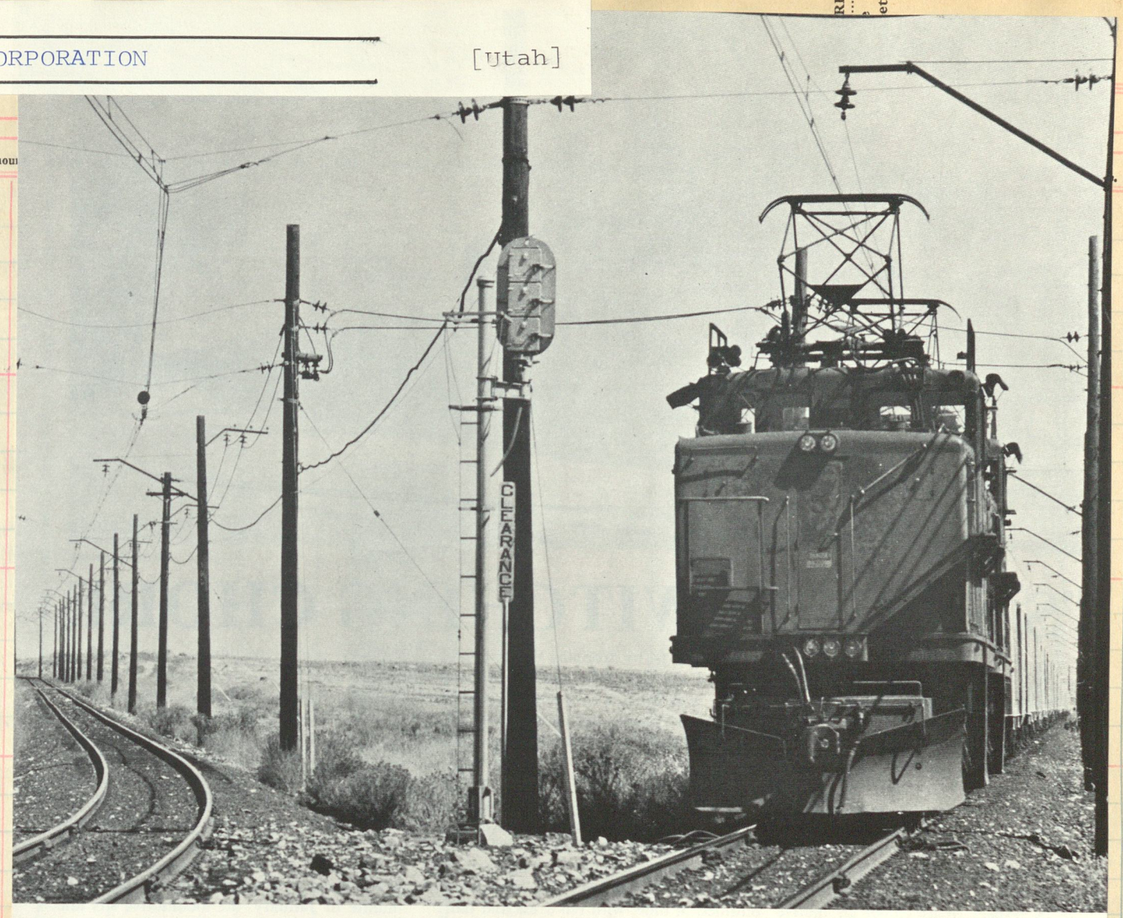


1954

SYLVANIA CENTRAL, 14.7 miles of Georgia short line operating between Sylvania and Rocky Ford, steamed into abandonment March 27. The wholly owned subsidiary of Central of Georgia was built in 1884-1885, possessed an ancient combine and slide-valve Baldwin Ten-Wheeler, 103.

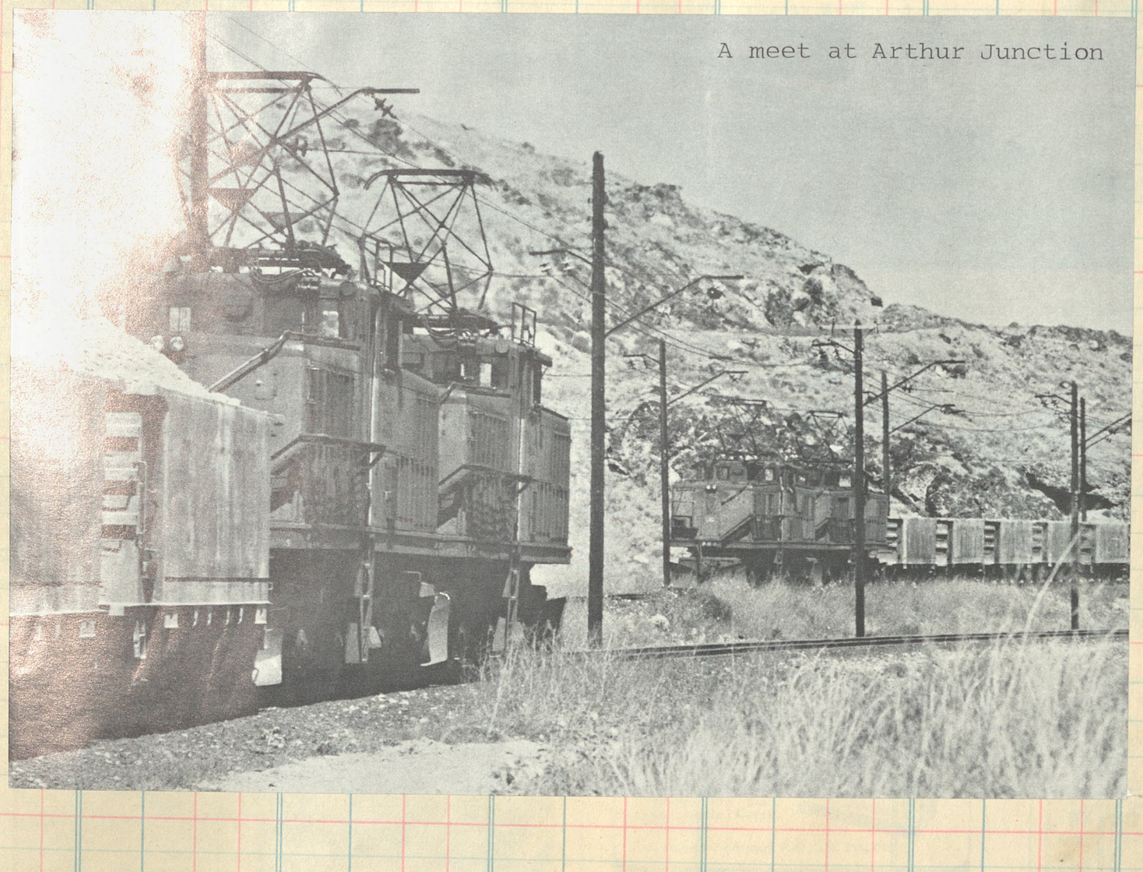


406 & 403 with train of ore from Bingham Canyon at Central Junction



Both pages: Mark S. Horne

Motors 405 & 401 with a train of empties at Central Junction
Track to left leads to the Bonneville Concentrator.



A meet at Arthur Junction

4

SELLER
DATE
FORM | DESTINATION | Amt. | Com. No. | Clos. No.

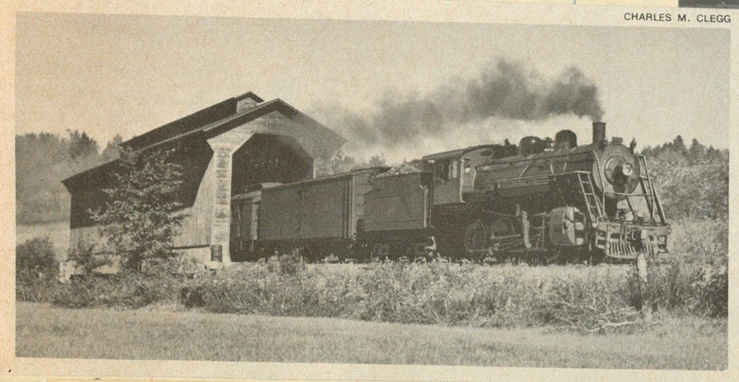
T SALES AT

Sold | Amount

St. Johnsbury & Lake Champlain

Now the
StJohnsbury & Lamoille County

CHARLES M. CLEGG



Fisher Bridge near Walcott

An extra approaching Walcott.

Fisher Bridge is in background

ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD

C. H. STEARNS, President, Johnson, Vt.
HOMER L. SKEELS, Vice-President and Gen. Mgr., Montpelier, Vt.
R. L. PATRICK, Treasurer, Burlington, Vt.
J. E. WILLIS, Comptroller, Montpelier, Vt.
J. A. CANNON, General Superintendent, St. Johnsbury, Vt.
E. G. OUIMET, Acting Superintendent, "
JOHN WAHLEN, Mechanical Superintendent, Montpelier, Vt.
H. C. STOUGHTON, Gen. Fht. and Pas. Agt., "
C. H. LAWRENCE, Car Accountant, "
H. F. EARLE, Valuation Engineer, "

77	75	51	Mls	*July* 21, 1935.	52	74	78
	A M			(*Maine Central.*)	P M		
	†7 15			lve.....**Portland**.....arr.	7 15		
	7 54			.....**Sebago Lake**.....	6 42		
	9 03			.....**Fryeburg**.....	5 36		
	9 35			.....**Glen**.....	5 02		
	12 20			arr.+**St. Johnsbury**ð.lve.	2 15		
A M	P M	A M		LEAVE] [ARRIVE	P M	P M	P M
§6 30	†2 00	†6 10	0	+... **St. Johnsbury**[1] ..ð	12 06	4 30	4 30
7 16	2 45	6 40	11.5	+.....Danville.....ð	11 39	3 53	3 53
7 27	2 58	6 49	14.9	..... West Danville	11 31	3 43	3 43
7 40	3 11	7 01	19.7	+.....**Walden**[2].....ð	11 18	3 28	3 28
8 20	3 45	7 30	27.8	+.....**Greensboro**[3]....ð	11 01	2 50	2 50
8 28	3 53	7 38	31.0	.....East Hardwick....ð	10 50	2 25	2 25
8 45	4 08	7 50	34.7	+.... ..Hardwick.. ....ð	10 41	2 10	2 10
9 02	4 22	8 04	41.0	.....**Wolcott**[4].....ð	10 27	1 48	1 48
9 30	4 45	8 31	48.9	+.....**Morrisville**[5]....ð	10 10	1 30	1 30
9 38	4 52	8 39	51.6	+..... **Hyde Park**[6] ....ð	9 59	12 52	12 57
9 51	5 05	8 51	56.4	+.....Johnson.....ð	9 48	12 40	12 45
10 05	5 20	9 10	64.3	ar.+**Cambridge Jn.**[7] ðlv.	†9 30	†1220	§1225
		11 05		arr..**Essex Jn.** (*C.V.*).lve.	†6 19		
		12 40		arr.**Burlington** (*C.V.*).lve.	†5 35		
77	75	P M			A M	74	78
§1015	†5 35		64.3	lve..**Cambridge Junc**.arr.		12 02	12 15
10 40	6 05		74.2	.....East Fairfield.....ð		11 35	11 50
11 00	6 25		78.4	+.....Fairfield		11 23	11 40
†1110	†6 40		83.1	+.....Sheldon		11 05	11 25
11 20	6 45		84.6	+. **Sheldon Junction**[8] .		11 00	11 20
11 30	6 55		87.4	+.... East Highgate ....ð		10 40	11 00
11 40	7 05		90.9	.....Highgate.....ð		10 30	10 50
11 50	7 15		94.7	.....East Swanton.....ð		10 15	10 35
11 55	7 20		96.1	+..... **Swanton**[9] .....ð		†1010	§1030
A M	P M			ARRIVE] [LEAVE		A M	A M

* Daily; † daily, except Sunday; § Sunday only; *f* stops on signal.

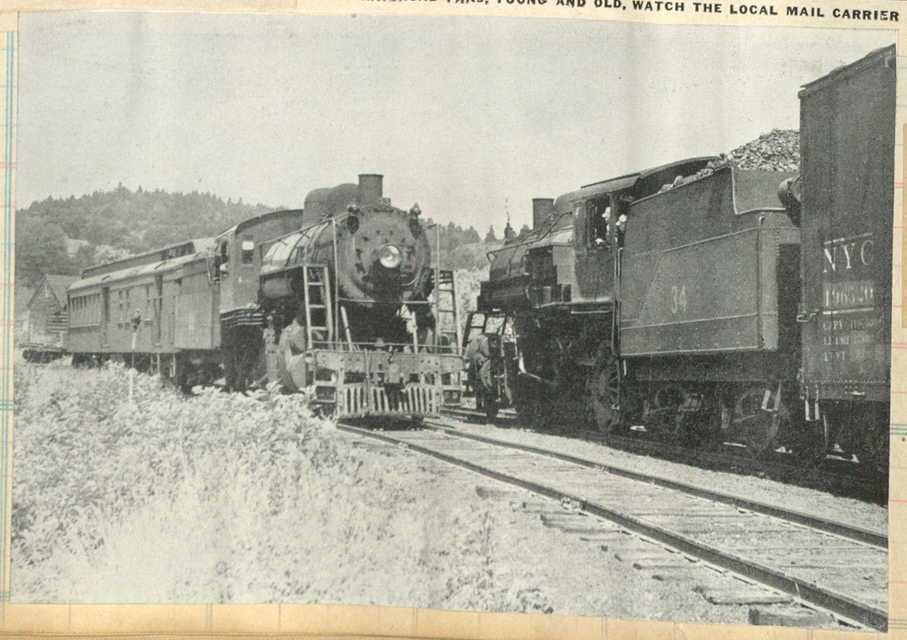
+ Coupon stations; ð Telegraph stations.

Connections.—[1] With Canadian Pacific Ry. and Maine Central R.R. [2] With stage for Cabot. [3] With stage for East Craftsbury. [4] With stage for North Wolcott. [5] With stage for Stowe. [6] With stage for North Hyde Park. [7], [8] and [9] With Central Vermont Ry. *Eastern time.*

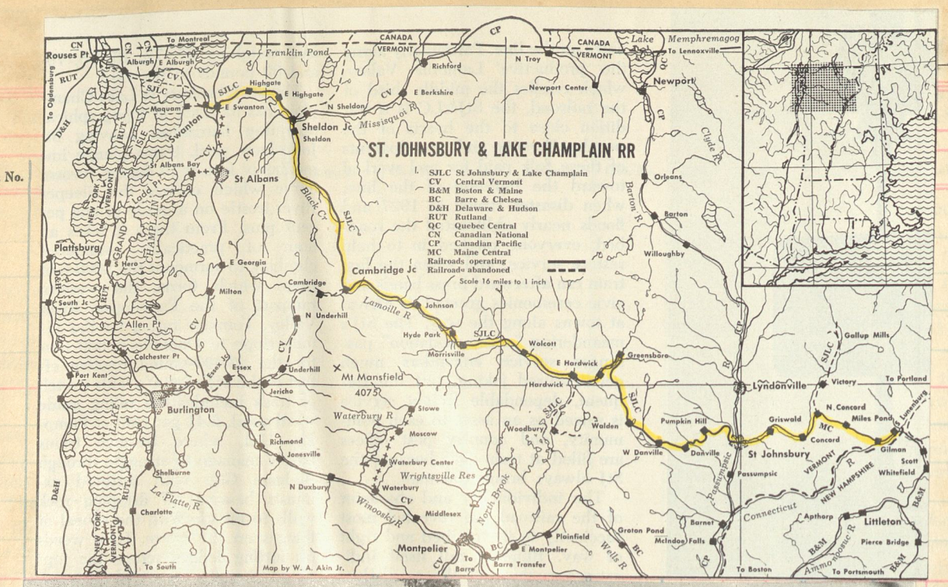
MEETING TRAIN NO. 74 IS A FAVORITE EARLY-AFTERNOON PASTIME AT HARDWICK DEPOT.

RAILROAD FANS, YOUNG AND OLD, WATCH THE LOCAL MAIL CARRIER PICKING UP MAIL

Conductor Whip Wheelock, who has served 35 years with the railroad, works on his "wheel charts." Entered here is a record of freight and passengers carried on the run.



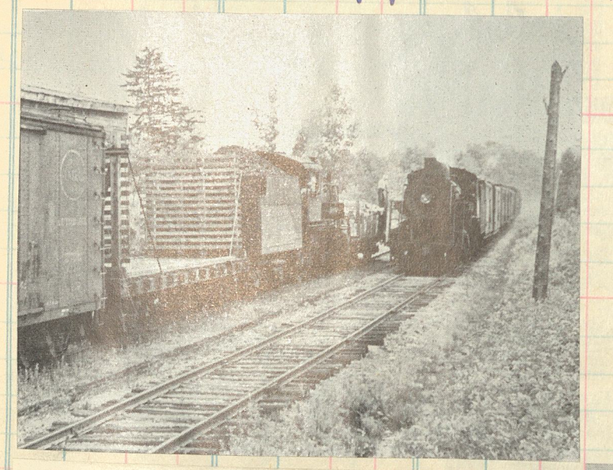
No. 52 meets a
westbound extra
at Greensboro



Rock cut at E.Highgate

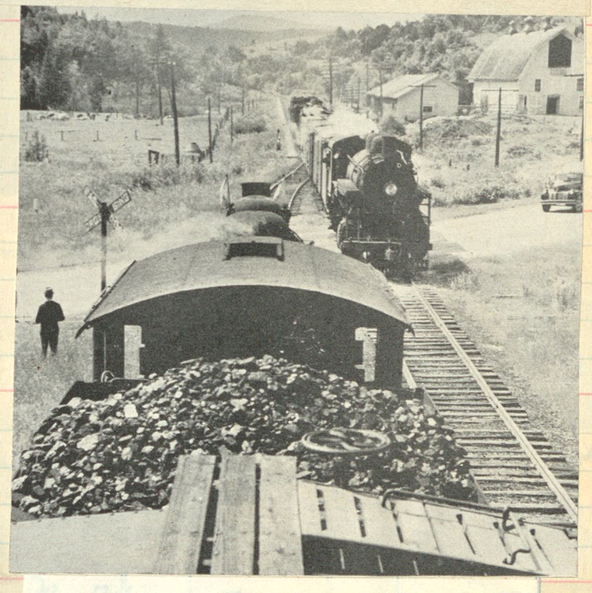
Bridge near Hardwick

Red Ball freight, short line style. Eng 36 was purchased from the Boston Maine in June 1932. Built by Schen 1910 (c/n 47648) as B&M 1189. In 1911 was renumbered 2404, class K-7a

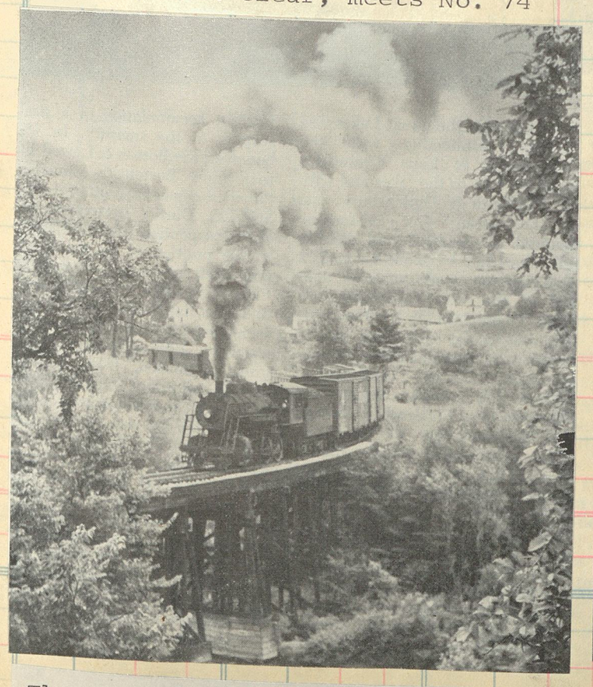


No. 75, into clear, meets No. 74

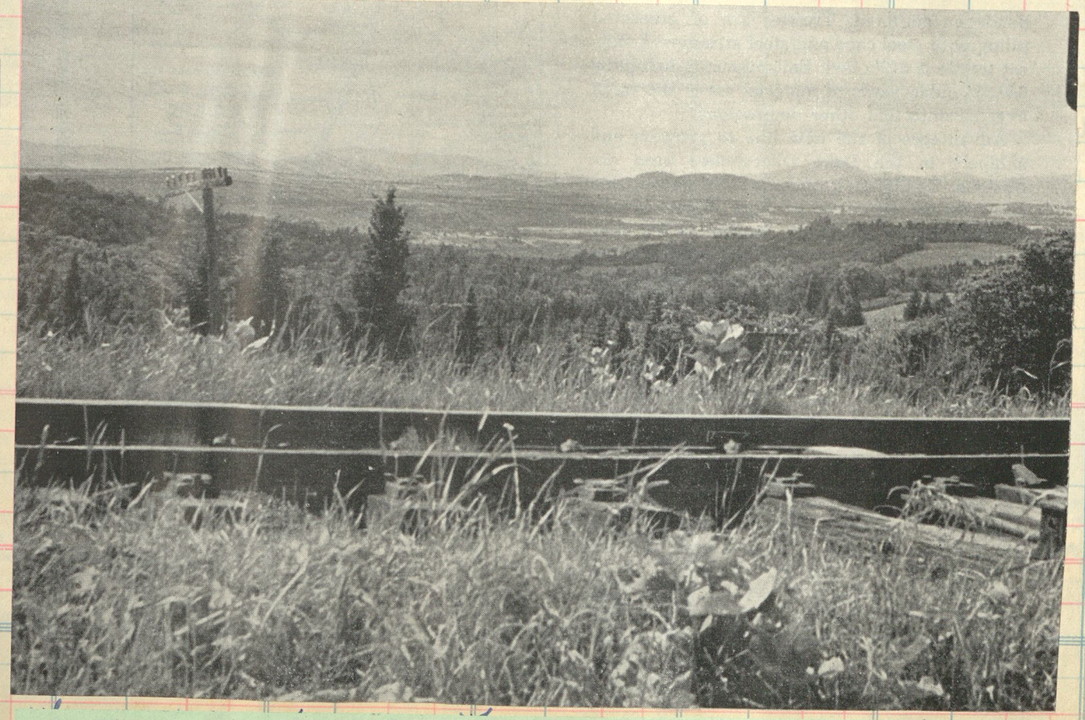
Cambridge Junction



No. 74 has a meet with an extra at Granite Jct.

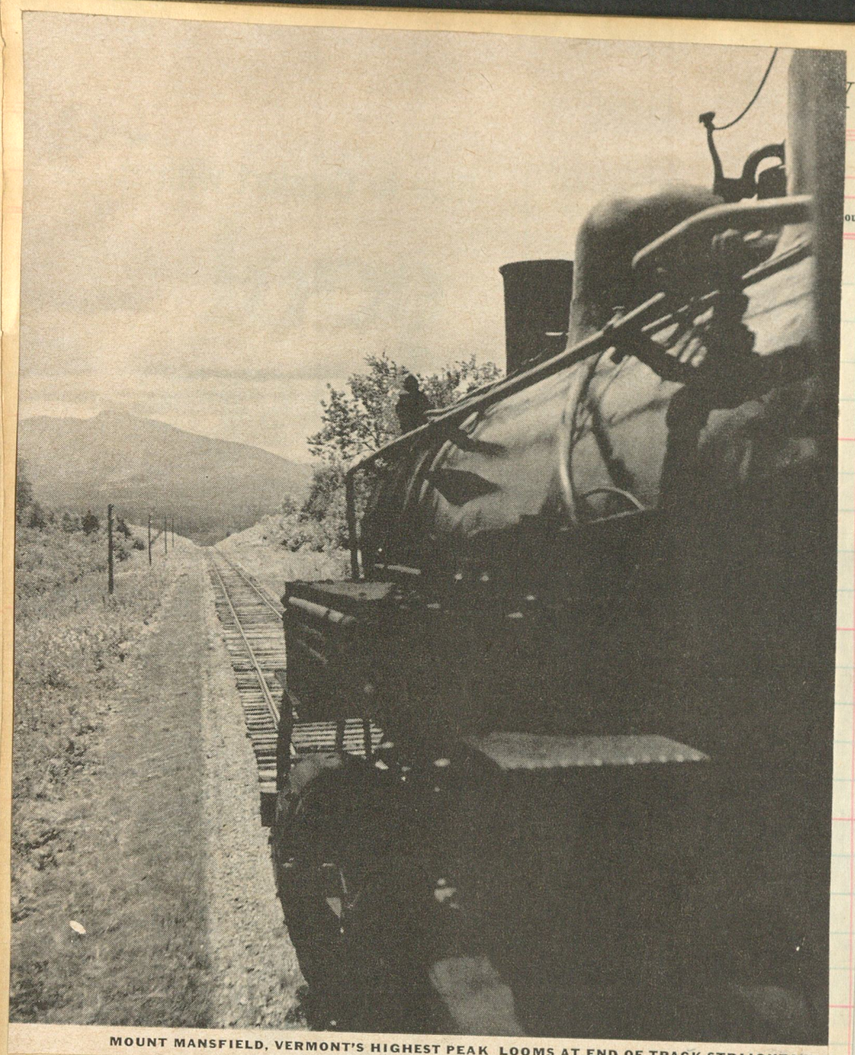


The old 2-8-0 has the bit in her teeth as she hits the hill across the Sleeper River just east of St Johnsbury

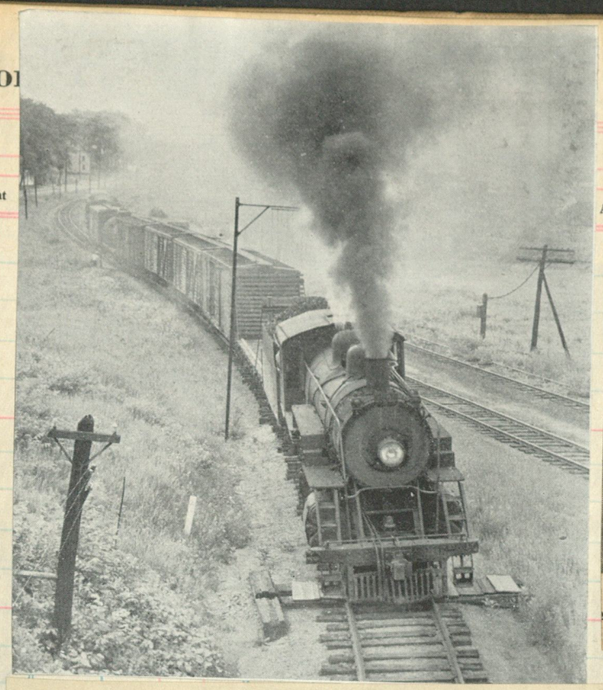


The green hills of Vermont. This scenic view is looking west over the Lamoille Valley from point near Walden. The track winds down into this valley.

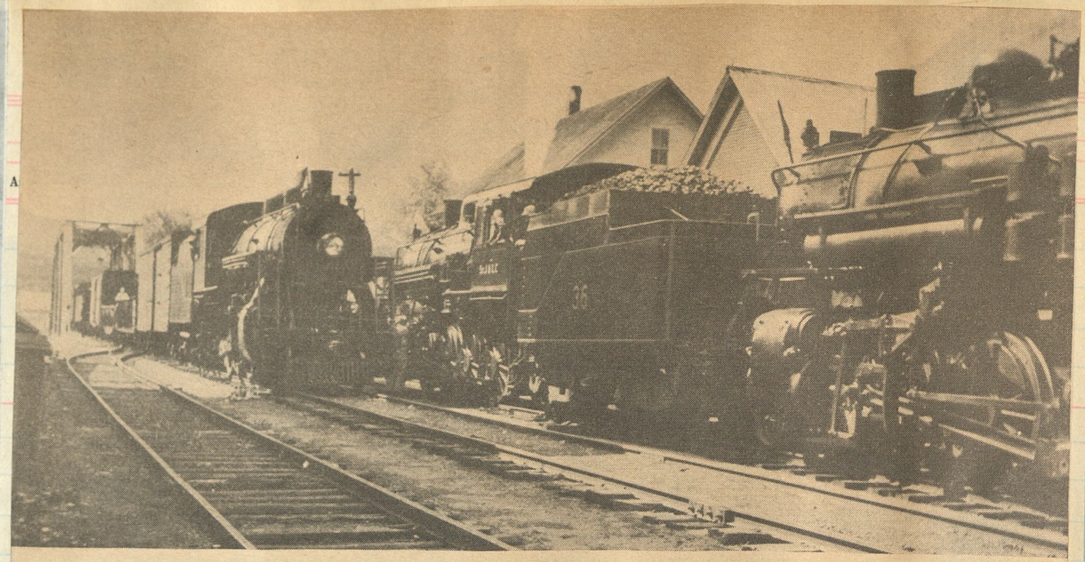
Mail Clerk Wayne Stoddard looks out from the post-office compartment as the train pulls out of Hyde Park. As a U. S. mail clerk he has ridden the St. J. for 21 years.



MOUNT MANSFIELD, VERMONT'S HIGHEST PEAK LOOMS AT END OF TRACK STRAIGHTAWAY

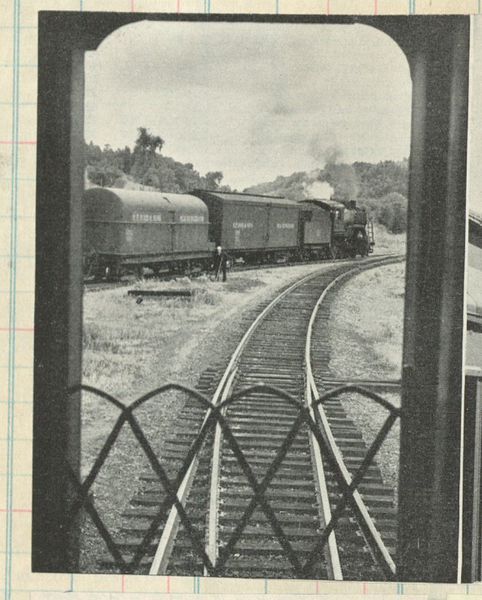


No. 75 threads the crossover of the C.P.R. in St J yard

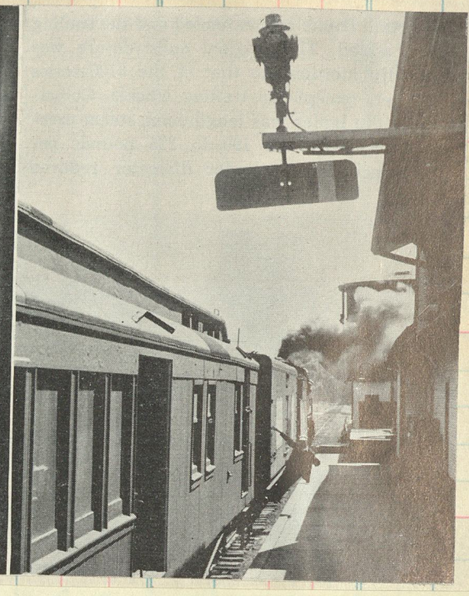


BUSY TIME ON ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD — Railroad Photograph

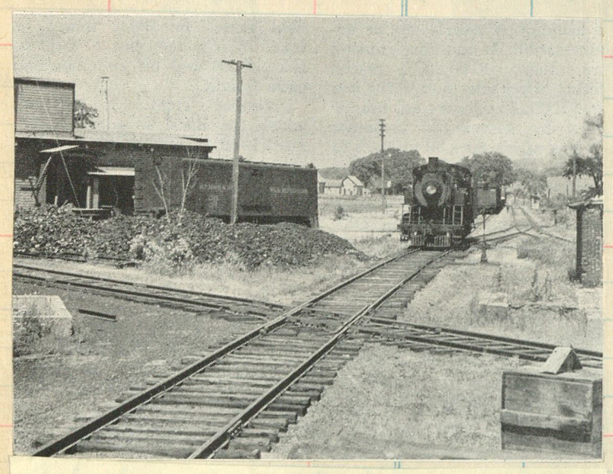
At the right is special U. S. troop train ready to leave Morrisville, Vt., with two consolidation type locomotives on head end. Rolling down grade at the left is the Lamoille Fast Freight.



Setting out cars at Cambridge Jct

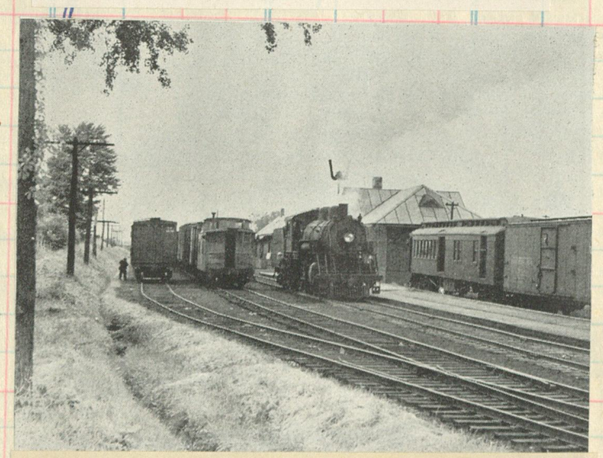


Picking up a car of milk at Morrisville - note the "Swift" train order board.

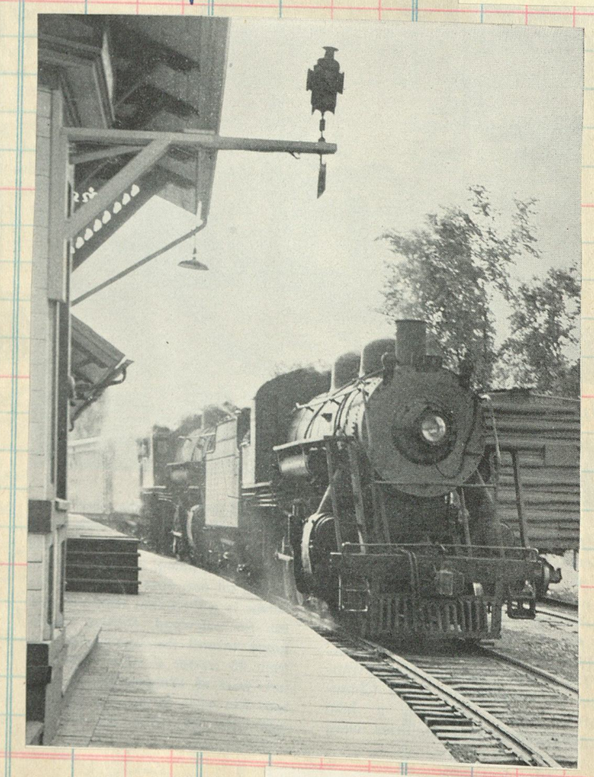


Central Vermont xng At Sheldon Jct.

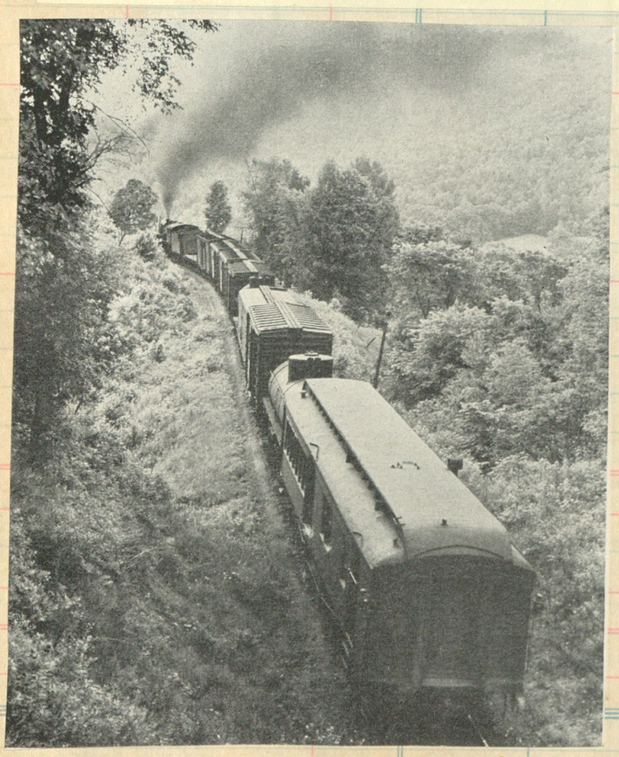
Eng 22 spots the combo



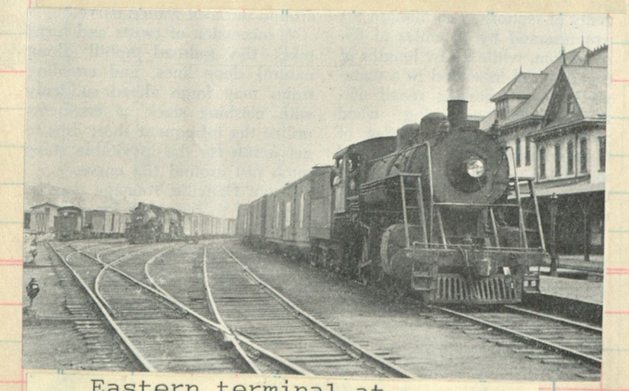
Western terminal - Swanton



Greensboro station is at the apex of Greensboro Bend, a complete semicircle of track with maximum curvature of 7 degrees 15 minutes at the station. As train 74 is handling more than the rated 700 tons, she is double-headed. The head engine is Barre & Chelsea 19, which StJ&LC rents. Train order board, which is also used as a form of block signal, is at clear as the milk train chuffs out of the station.

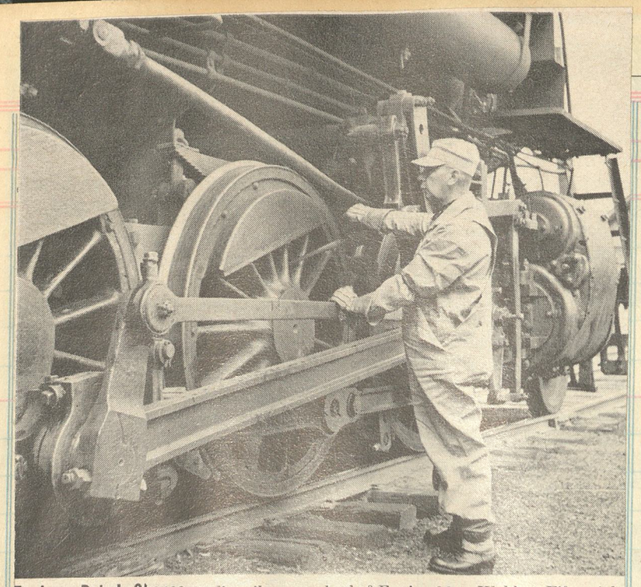


Three miles west of St. Johnsbury, No. 75 battles the 1.46 per cent Clay Hill grade. Between St. Johnsbury and Danville trains are limited to 500 tons.



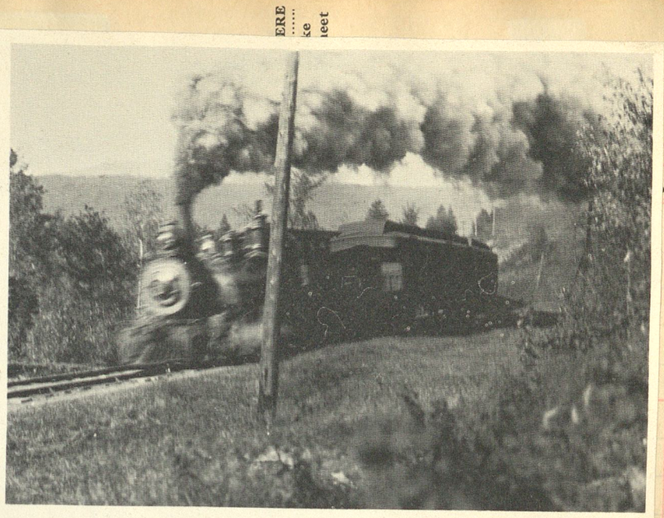
Eastern terminal at St Johnsbury

Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

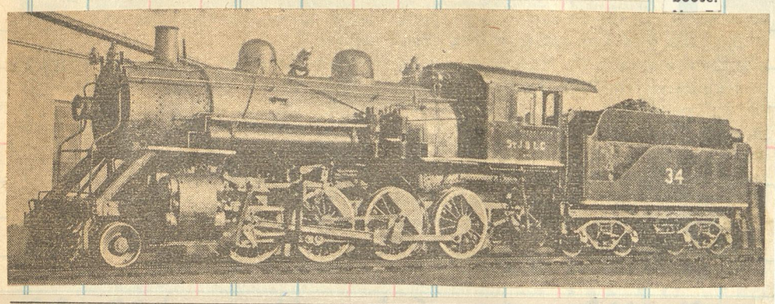


Engineer Pete LaChance applies oilcan to wheel of Engine 36 at Walden. Fifty-eight years old, he joined the road as fireman in 1902, was promoted to engineer in 1906.

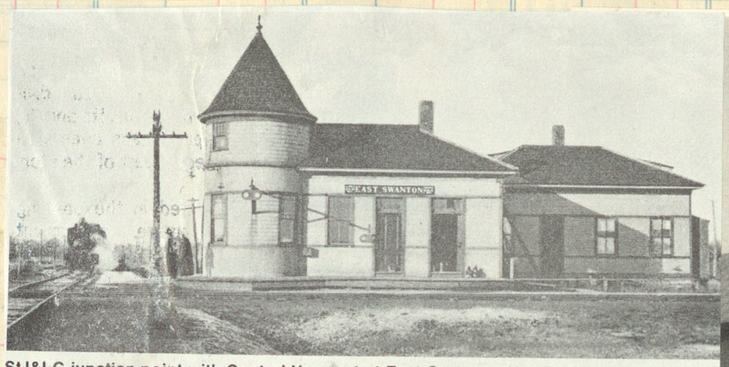
St. Johnsbury yards↑ provide a B&M freight leaving south over the CPR, a MEC Mike plus No. 21, a StJ&LC 0-6-0 jockeying a CPR caboose.



A St. Johnsbury and Lake Champlain R.R. eastbound local arriving Hyde Park, Vermont in June 1906

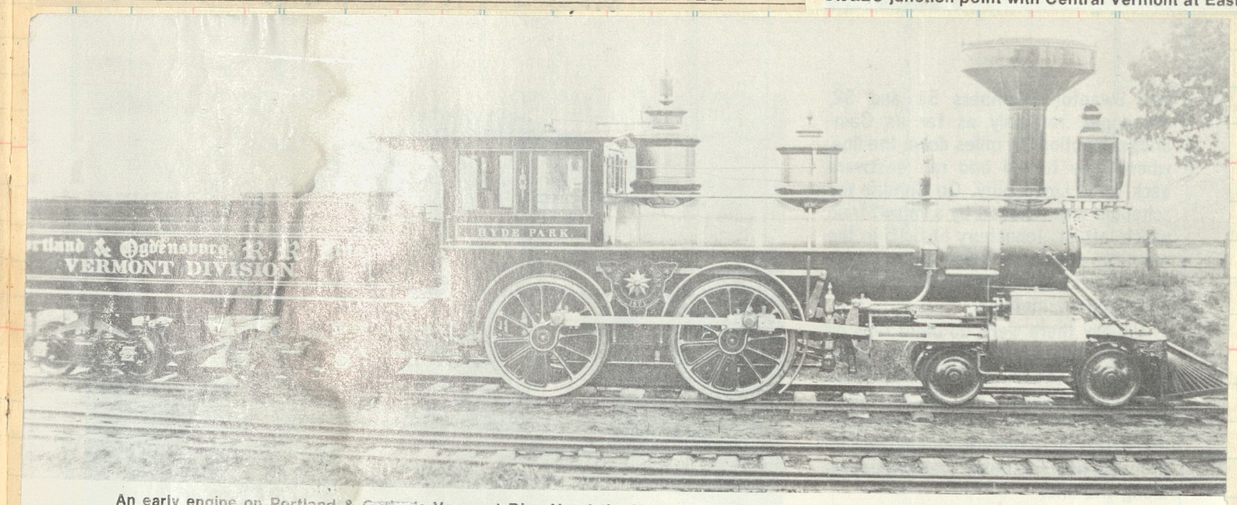


#34 was purchased from the B&M in 1930. Built at Schenectady in 1911 c/n 49001 noed 2421



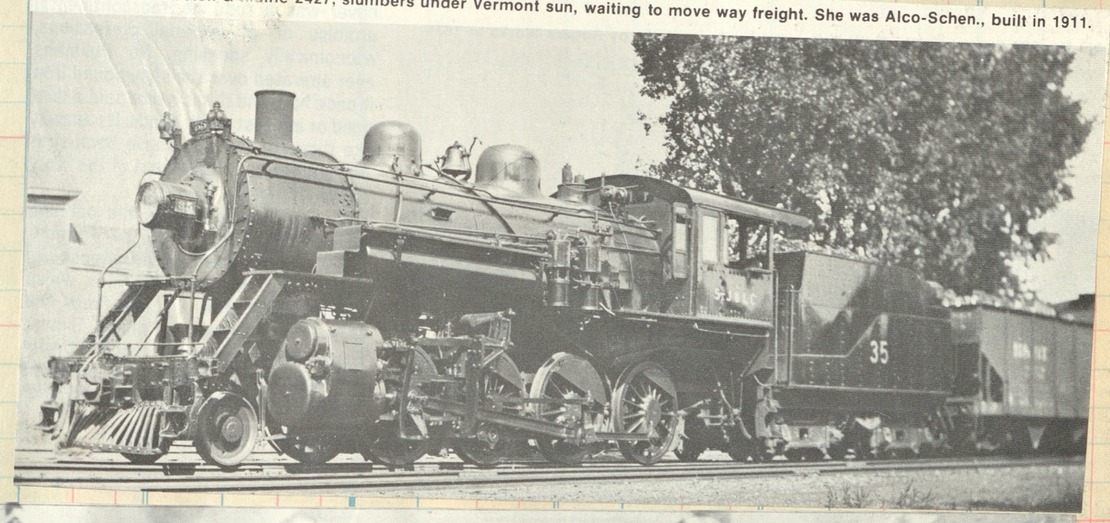
StJ&LC junction point with Central Vermont at East Swanton, Vt., depot many years ago.

0-6-0 #24, ex B&M 982 - 278
Blt by Manchester 1908 c/n 45131
To StJ&LC in 1930

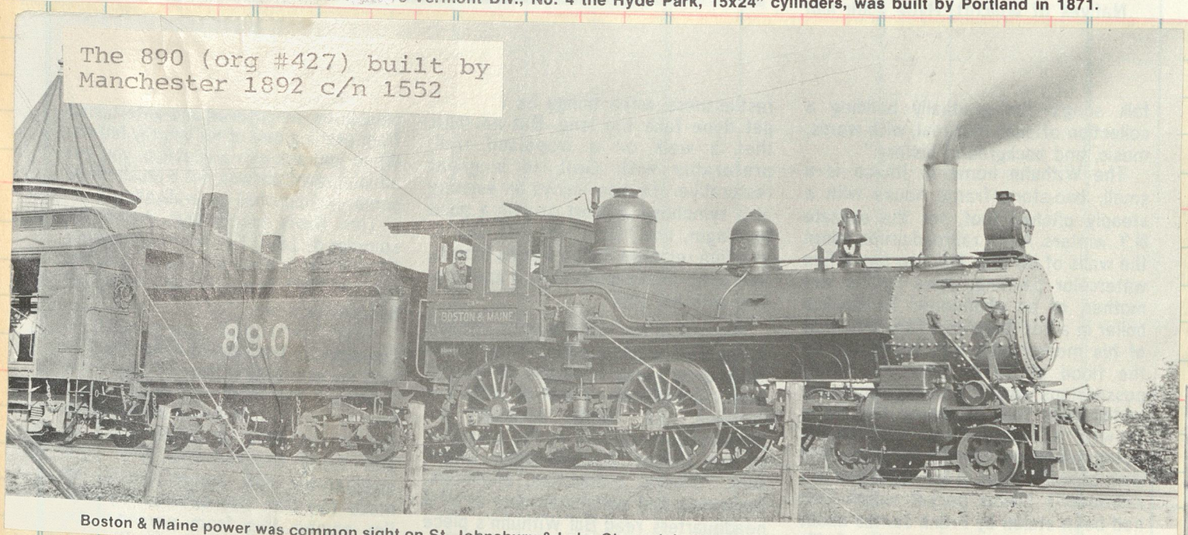


An early engine on Portland & Ogdensburg's Vermont Div., No. 4 the Hyde Park, 15x24" cylinders, was built by Portland in 1871.

StJ&LC 35, ex-Boston & Maine 2427, slumbers under Vermont sun, waiting to move way freight. She was Alco-Schen., built in 1911.



The 890 (org #427) built by Manchester 1892 c/n 1552



Boston & Maine power was common sight on St. Johnsbury & Lake Champlain 61 years ago, as seen at East Swanton, summer of 1914.

Eng 40 sets a leisure pace with the eastbound milk out of Greensboro Bend

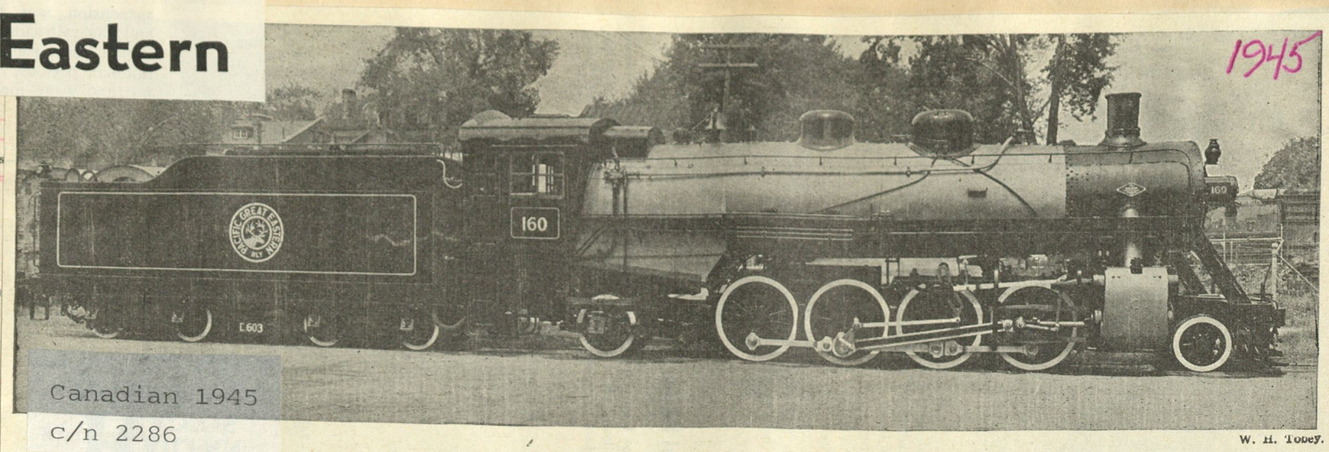
8

Pacific Great Eastern

SELLER
DATE
FORM | DESTINATION | Amt. | Com. No. | Clos

ES AT

ld | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount



1945

Canadian 1945
c/n 2286

W. H. Tobey.

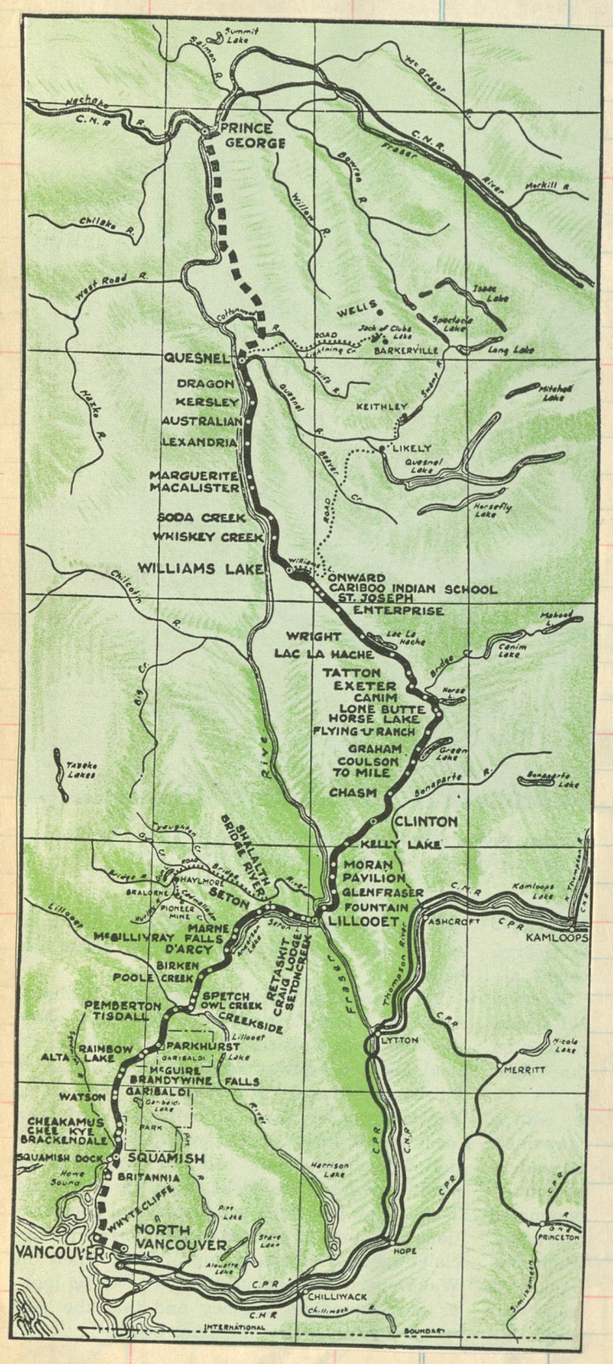
Pacific Great Eastern 2-8-2

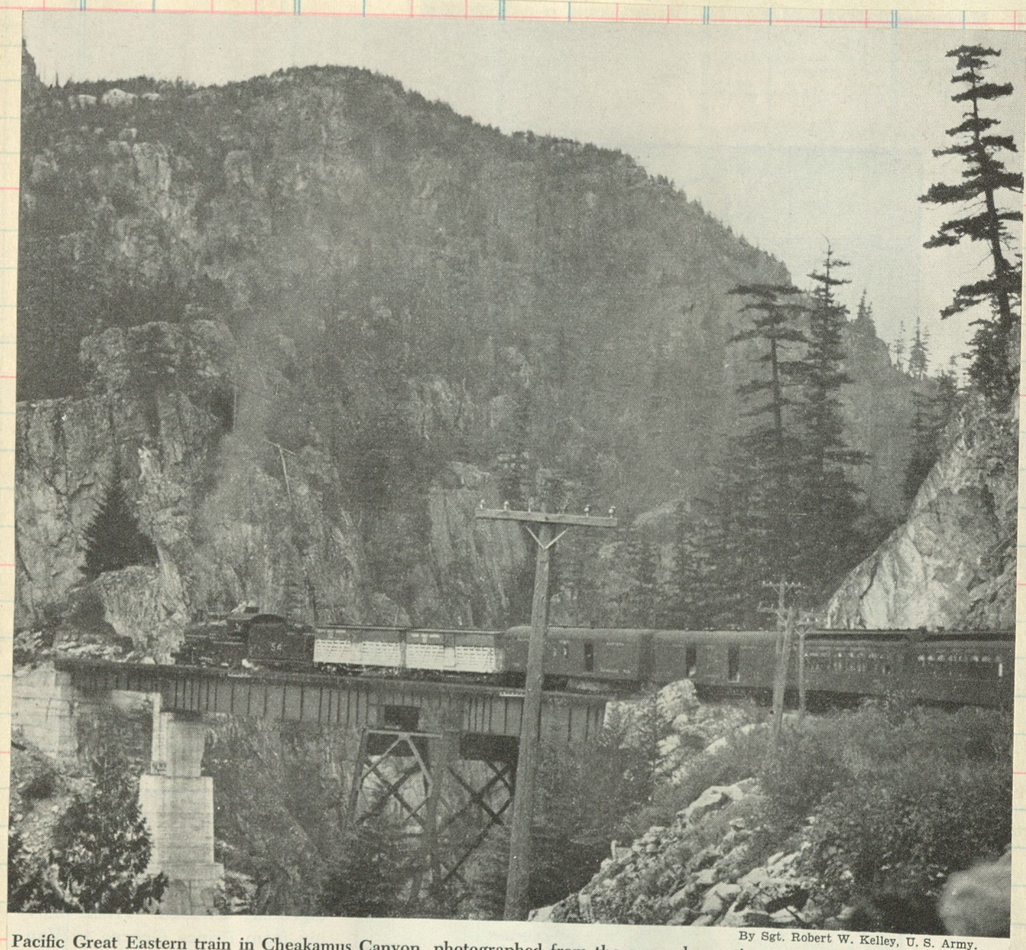
The Mikado, of 2-8-2 wheel arrangement, is the classic design of freight locomotive, as beautifully and perfectly balanced to the eye as a Haydn symphony is to the ear. And for more than 20 years the Mike was supreme as freight hauler. It unseated the reigning Consolidation, 2-8-0, in the first decade of the twentieth century, and until it was in turn unseated by the Berkshire, 2-8-4, and by the Northern, 4-8-4, it was the Mike which moved the nation's goods.

The change to other wheel arrangements came not because the Mikado was unsatisfactory or obsolete, but because in most applications it did not have enough horsepower. It had the tractive effort for starting trains, but not the steam generating capacity to keep them moving at high speeds. And so it was that on roads which had had more Mikes than all other types of locomotive combined, new orders were for newer wheel arrangements. But just to prove the truth that steam locomotives of all wheel arrangements are each basically suitable for certain kinds of traffic, we present the new Mikado type of Pacific Great Eastern, a freight locomotive ideally suited to the traffic and terrain of this particular road, and incidentally one of the most attractive of locomotives in appearance.

Principle Dimensions:

Road classification	282-S-227
Road numbers	160-161
Tractive effort, lbs.	38,400
Cylinder diameter and stroke, in.	20 x 30
Driver diameter, in.	57
Weight on drivers, lbs.	162,000
Weight on pilot truck, lbs.	27,000
Weight on trailing truck, lbs.	38,000
Weight of engine, lbs.	227,000
Weight of tender, lbs.	167,000
Steam pressure, lbs.	215
Grate area, sq. ft.	44.8
Evaporative heating surface, sq. ft.	1630
Tender capacity	7000 imperial gallons water; 2700 imperial gallons fuel.

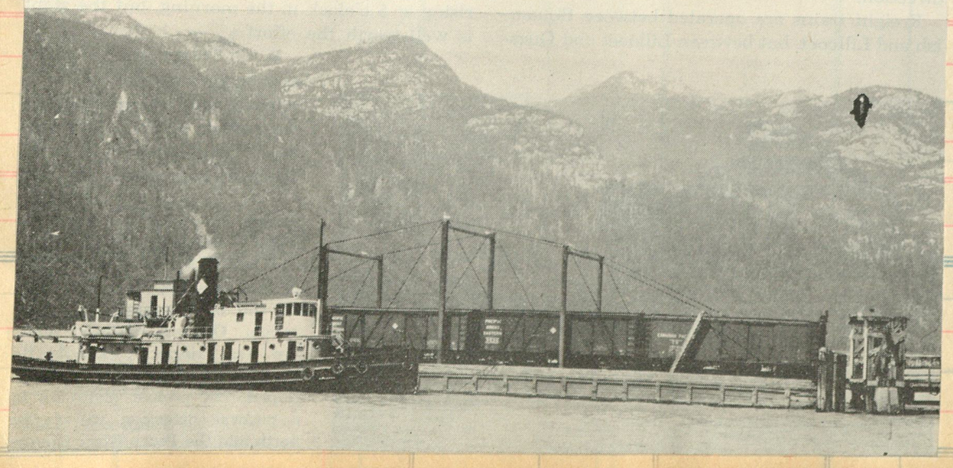


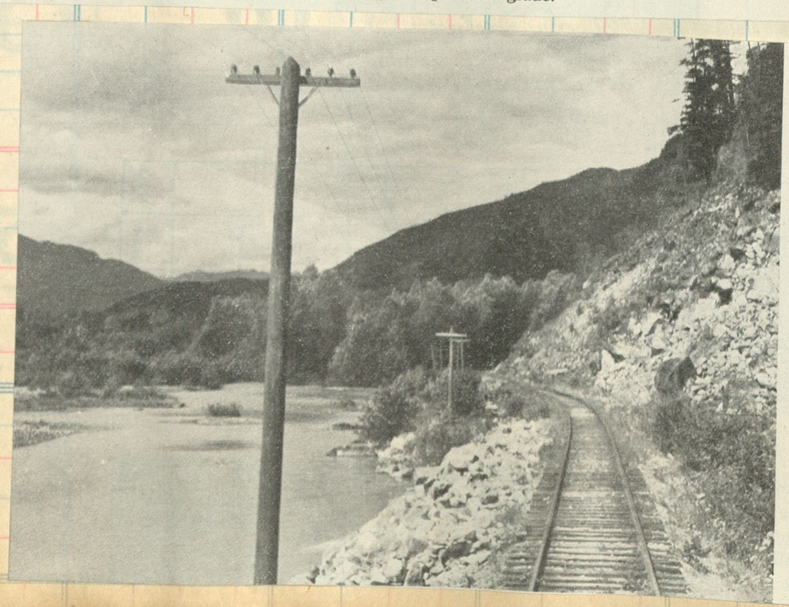


By Sgt. Robert W. Kelley, U. S. Army.

Pacific Great Eastern train in Cheakamus Canyon, photographed from the open observation car. In this canyon the road threads its way around curves up to 14 degrees and up a 2 per cent grade.

Freight is ferried between Vancouver and Squamish on car floats like this one of 14-car capacity. Passengers are carried in steamships. In 1915 the road was originally projected through by rail to Vancouver, and this portion is still shown as "projected" on company maps.



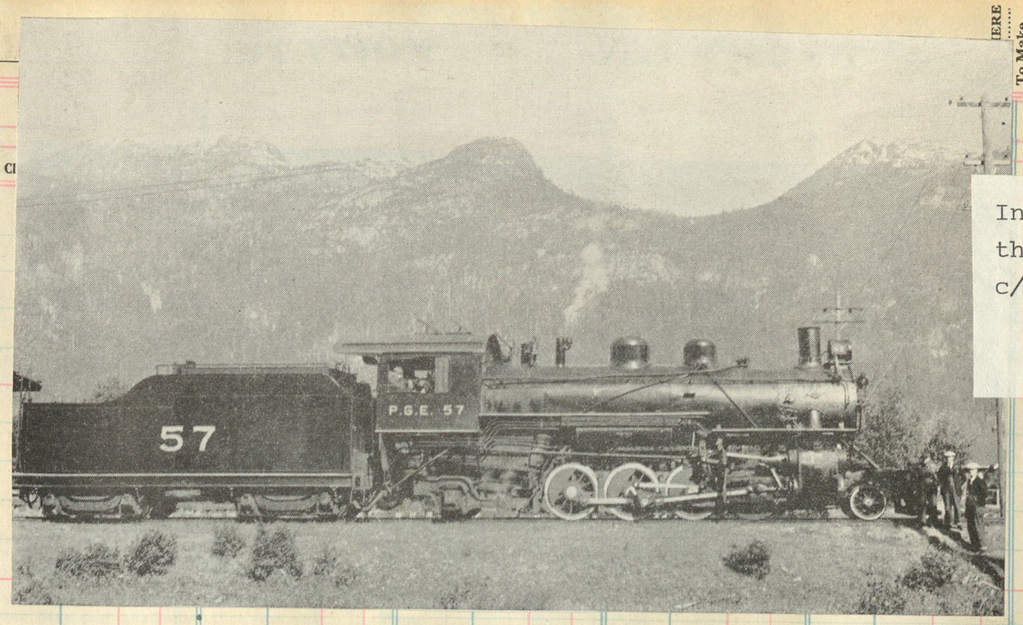


Toward the lower end of the Cheakamus Canyon the country flattens out into the tidelands which the railroad crosses to Squamish Dock, southern terminus and ferry connection point for Vancouver. This photo was taken at the bottom of the 2 per cent grade.

Gerald Murison; courtesy Seattle *Post-Intelligencer.*

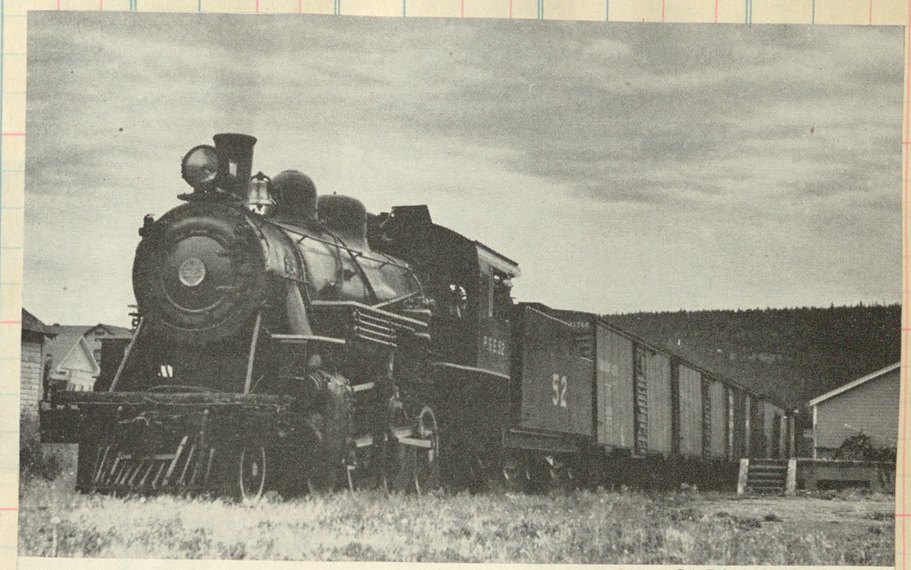
Upper Fraser River Canyon from PGE train

More breathtaking than the Grand Canyon of the Colorado is the view of upper Fraser River Canyon from Pacific Great Eastern trains. Above Moran the river, scarcely wider than a hair ribbon, is 2200 feet below the car windows.



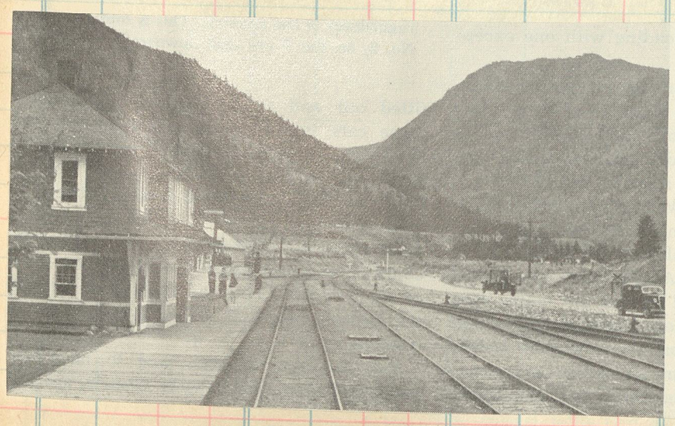
In 1920 Canadian delivered three 2-8-2's noed 57-59 c/n's 1630-1632

Okanagan Canyon



Sgt. Robert W. Kelley, U. S. Army

One of Pacific Great Eastern's Consolidations switches freight at the Quesnel end of the line. After the wa the road will be extended north of Quesnel on right of way graded at time of original construction.

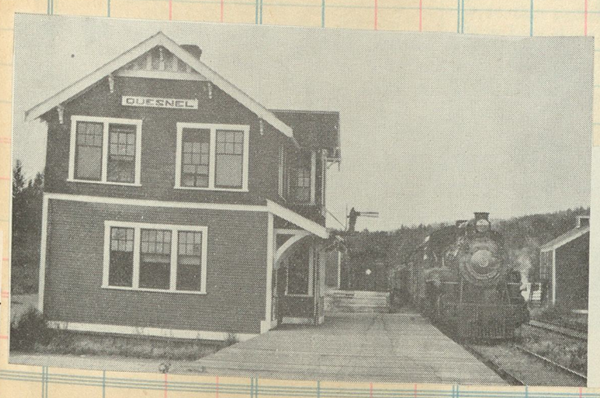


Station at Lillooet seen from the rear end of southbound train No. 2. This is in the most scenic section of the line, and except for a few tourist resorts is strictly Indian country. Near here the railroad skirts the shores of two clear mountain lakes, with cross-lake mountain views similar to those in the Grand Tetons of Wyoming.

Train No. 1, with the general manager's business car on the rear end, has just arrived at Quesnel. Northbound train gets into Quesnel at 1 p. m. on Tuesdays and Fridays and leaves at 5 p. m. the same day. Thus the southbound trip covers somewhat different portions of the line in daylight, and passengers get to see all but about 100 miles of the entire road.

Sgt. Robert W. Kelley, U. S. Army.

Picking up an extra coach for No. 2 at Parkhurst. Road engine is on the right, helper on the left.

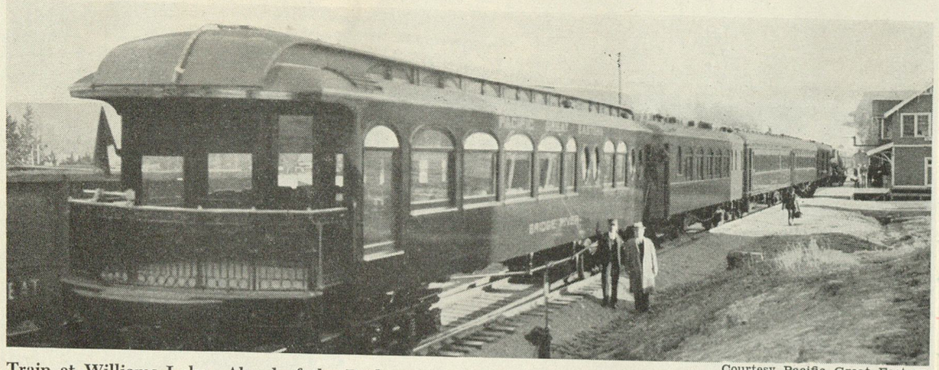


Quesnel station is not exactly a big-town terminal, but when the road was built back in 1915-16 Quesnel was not supposed to be the end of line but only a way station. Original northern objective was Prince George, on the Canadian National line to Prince Rupert, but present plans are for a postwar extension still farther north into the Peace River country.

With sleepers right up to baggage car, this is a special train used by the Seattle Chamber of Commerce in 1942 for a trip over the PGE.

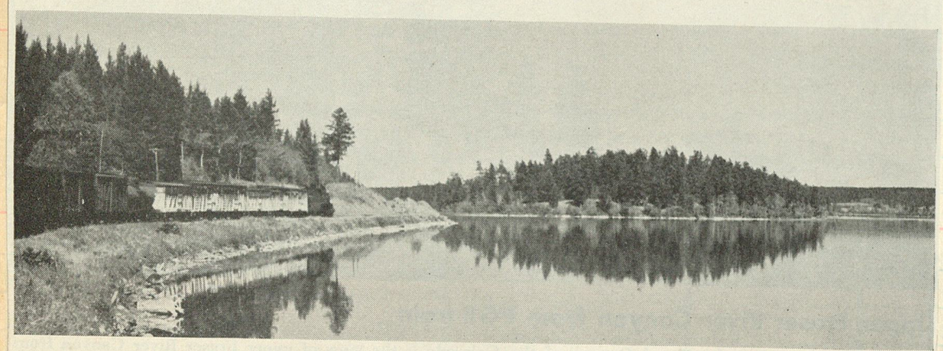
Gerald Murison; courtesy Seattle *Post-Intelligencer*.

End of the line for Pacific Great Eastern at the present time is at Quesnel, British Columbia, picturesque and very old frontier town at the junction of the Fraser and Quesnel rivers. Here red-coated Royal Northwest Mounted Police chat on street corners in front of hundred-year-old buildings which originally may have been outposts of the Hudson's Bay Company. PGE bridge in left foreground crosses Quesnel River. Bridge in background is highway span across Fraser River.



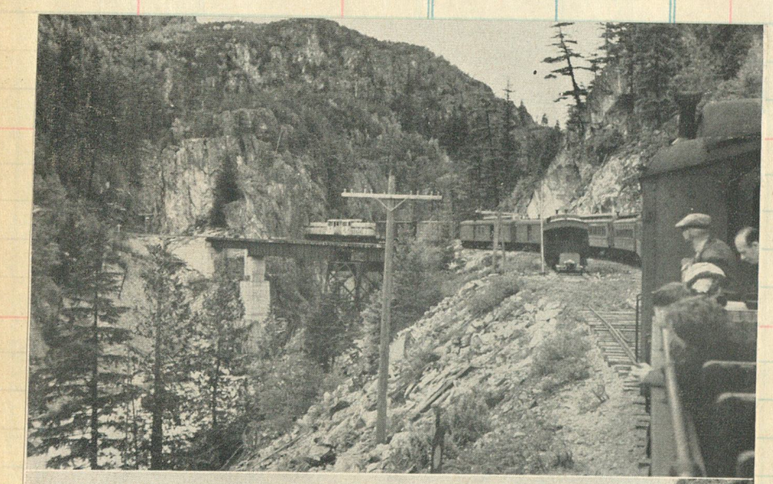
Courtesy Pacific Great Eastern.

Train at Williams Lake. Ahead of the Bridge River business car are, in order, a sleeper, diner, coach, and baggage car. This is not a representative train, as most runs today have three sleepers, diner, and at least two day coaches. The regular steel sleepers came from a midwestern electric line, and two wooden sleepers, used only for overflow traffic, came from Oregon Electric.



Gerald Murison.

An accommodation train, with day coaches, diner, and sleepers coupled behind freight cars, winds along the shore of beautiful Lake La Hache. The water is so clear that the bottom can be seen far out from shore.



A brace of PGE's new diesels booms onto the Cheakamus River bridge, which spans the deepest part of the gorge (top), and through the narrow defile discovered by PGE's locating engineer. Five miles out of Quesnel, PGE's roadbed crosses treacherous mud banks (bottom). Newly laid track already has a kink, and an abandoned wood trestle marks the location of an old alignment.

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

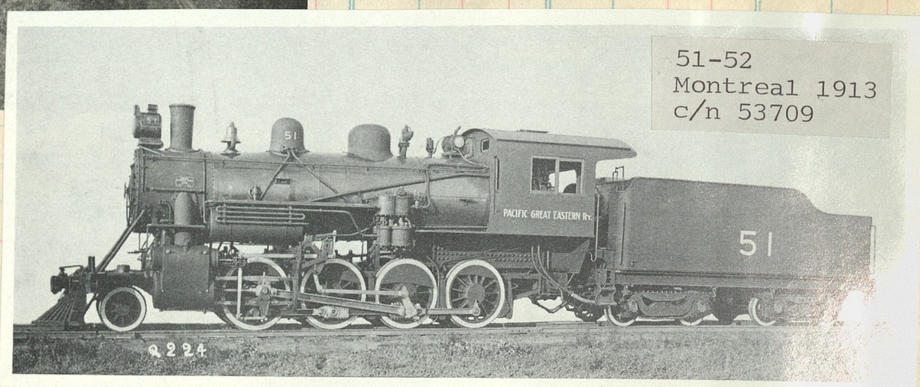
Total Accounted for

n

T SALES AT

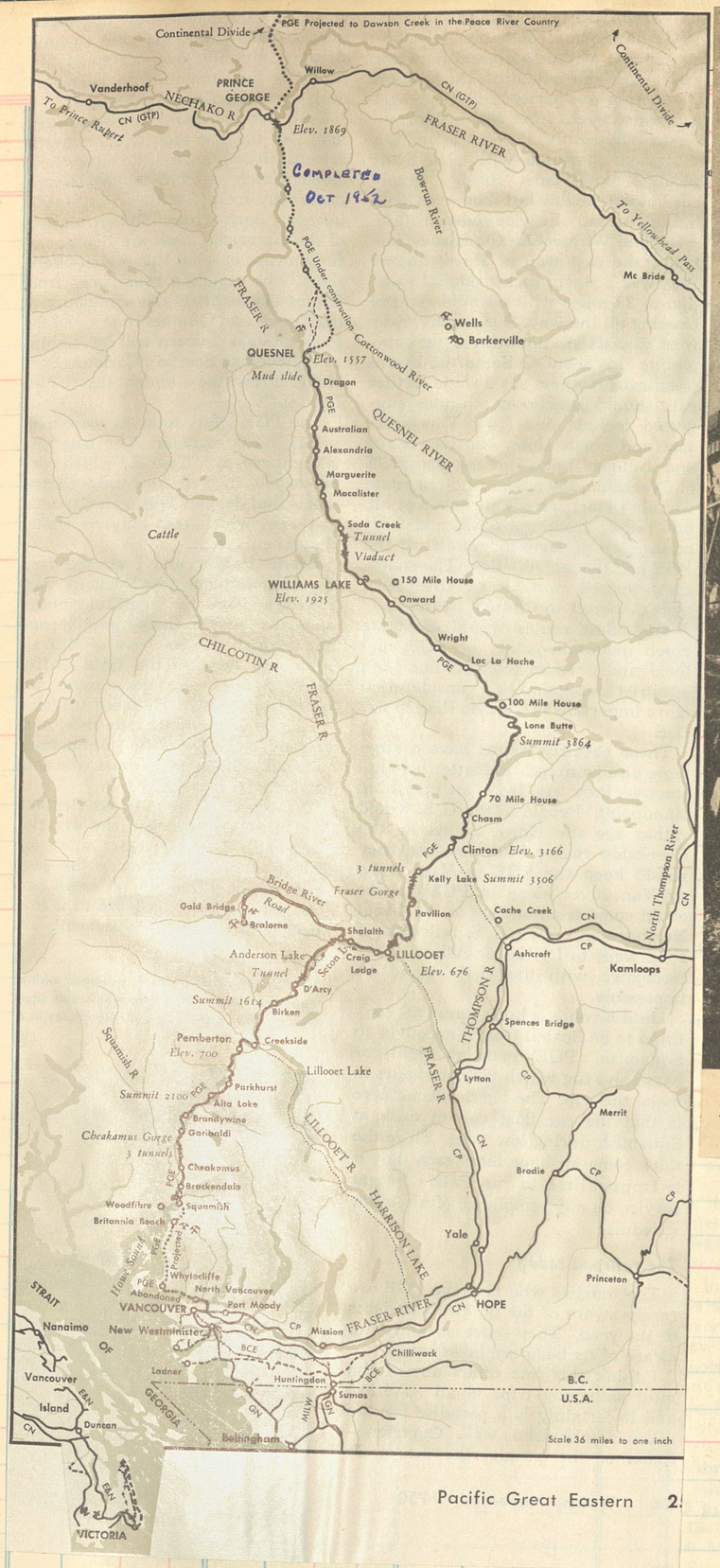
ount	Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

On the Quesnel Division, north of Deep Creek bridge. On this end of the line freight cars are handled on the front end of passenger trains. Despite this the enginemen are very adept at handling trains smoothly.

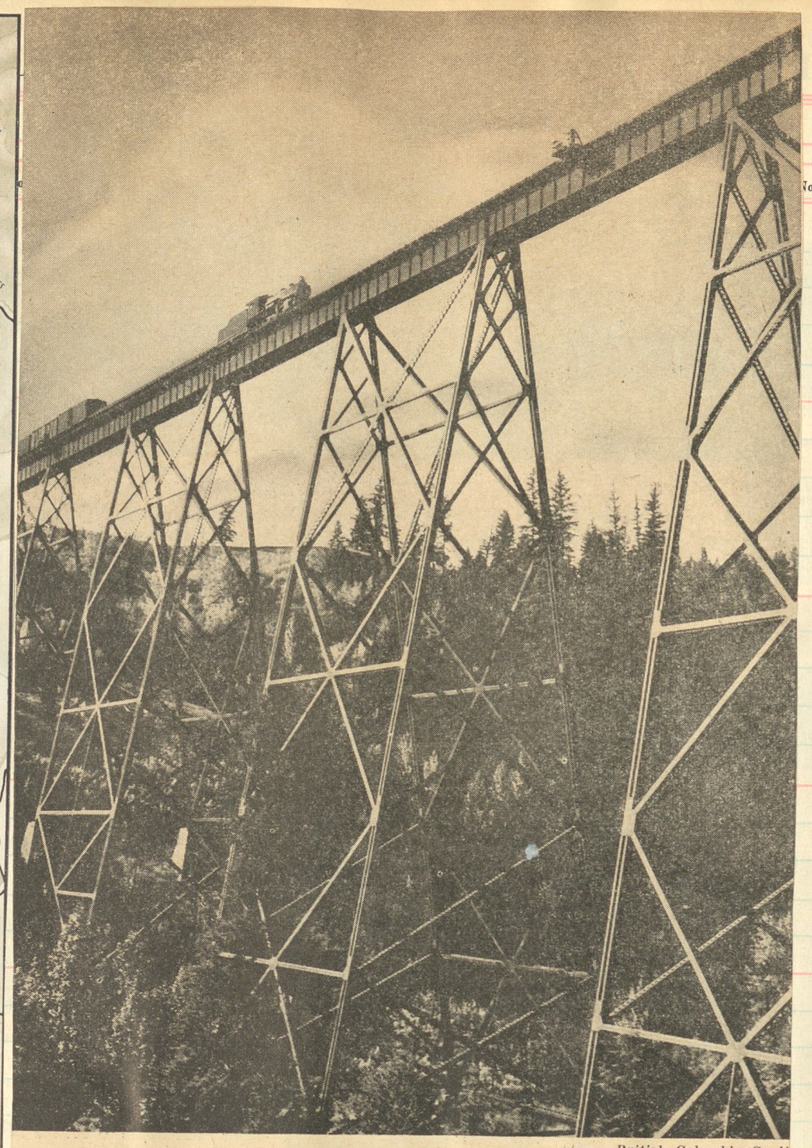


Passengers walk from southbound trains to view Brandywine Falls, near right of way. Business car Bridge River, on end of train, was formerly a parlor - observation car on the Oregon Electric and has been rebuilt with two sleeping compartments and seats for 18 in the observation end.

The 163, the last engine built for the P.G.E., a 2-8-2 from Canadian in 1945 takes a southbound extra out of Quesnel.

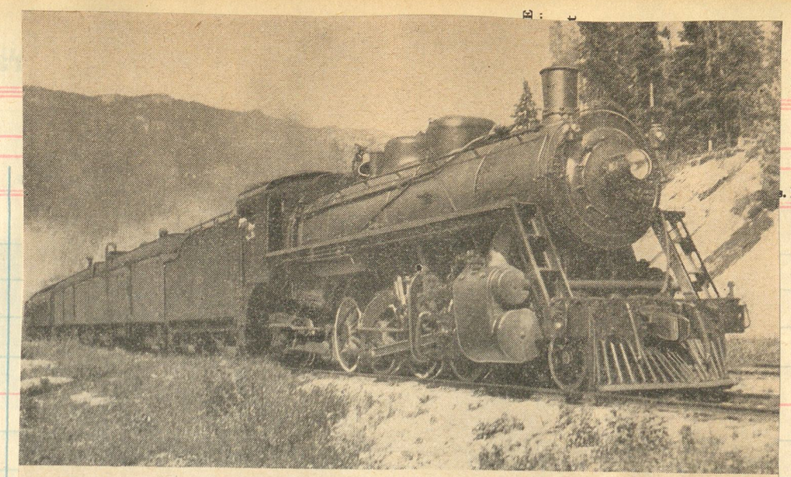


Pacific Great Eastern 2



British Columbia Gov't

Deep Creek was not idly named: PGE trains cross its rocky bed on stilts of steel 279 feet high. Once the highest railroad bridge in the British Empire, the span near Williams Lake still retains its power to awe even frontier passengers



Ernie Plan

North Country Limited, **famed PGE tri-weekly passenger train, got a boost in motive power when the road's annual income topped $1 million in 1946. Heading the heavy consist southbound round a curve near Owl Creek is No. 161, one of four *Mikados* purchased from Canadian Locomotive Works recently** 1945

1952

But on November 1 the PGE moved 82½ miles and 14 million dollars nearer fulfilling its destiny. At 7:45 a. m. a *northbound* passenger train left Quesnel for the first time in the road's history. It had a typical PGE consist — 17 cars, including two diners, an observation, sleepers, coaches, business cars, baggage cars (rebuilt U. S. troop sleepers fitted with seats to help accommodate an overflow crowd of 400), all powered by 1600 h.p. diesel road-switchers 567 and 568 operating multiple unit and bearing a banner which read HELLO PRINCE GEORGE, WE'RE HERE.

The special rolled along over PGE's new extension to Prince George, pausing at Ahbau Bridge at nine o'clock for a silver spike ceremony. There it met another special which had come down from the new northern terminus. Once the dedication was over, the northbound special continued on to Prince George, arriving there at 1:30 p. m. PGE rail actually ends at Milepost 428.8, just across the Fraser River from Prince George. Here, at the new junction with the Canadian National, CN 0-6-0 No. 7539 (appropriately enough, an old Grand Trunk Pacific engine) picked up the 17-car train and pulled it across to the other bank.

PGE was originally projected in 1912 from Vancouver to Prince George to serve as the Vancouver extension of the old Grand Trunk Pacific. From the outset the road was subsidized by British Columbia at the rate of $35,000 per mile, and in 1918 the province reluctantly acquired all of what turned out to be a long-term investment. Because the PGE never realized its lucrative interchange agreement with the Grand Trunk Pacific and because only carfloats connected it with Vancouver, it has always operated in the red. Even with its new extension complete, the road's future is overcast. After tentative approval for extending PGE into Vancouver was given in 1951, the provincial government hinted at a highway alternative; it appears that Canadian National, which long ago absorbed Grand Trunk Pacific, may take a dim view of interchange with PGE inasmuch as it operates its own line into Vancouver; and PGE's dream of extension beyond to the rich Peace River Country is clouded by rumors that the Northern Alberta Railways may throw a 400-mile line into the same district and funnel its traffic into Edmonton, Alta.

PACIFIC GREAT EASTERN RAILWAY

1113

Hon. T. D. PATTULLO, President, Victoria, B. C.
CHRISTOPHER SPENCER, Vice-President, Vancouver, B. C.
ROBT. WILSON, Executive Assistant and Comptroller, "
J. WILLIAMS, Purchasing Agent, Vancouver, B. C.
L. T. SARGENT, General Freight Agent, "

GENERAL OFFICES—736 Granville Street, Vancouver, B. C.

The region served by this Railway in Central British Columbia with its large areas of agricultural land, most of which still forms part of the public domain, offers exceptional opportunities for settlement and development The cattle ranges are rated by experts to be the best in Western North America, and capable of carrying three times the number of cattle which are at present ranged. It is rich in all minerals, has produced sixty-five millions in Placer Gold, and new and rich discoveries have recently been made. The timber wealth aggregates hundreds of millions of feet. It also abounds with game of all kinds and fur-bearing animals.

Mileage under operation, Squamish Division **347.0**
Mileage under construction **81.5**

No. 1	Mls.	*September 2, 1935.* (Via Union S.S. Co.)	Mls.	No. 2	No. 4
d9 00 A M		lve. Vancouver arr.		d7 15 P M	d7 00 P M
		LEAVE ARRIVE			
d1 55 P M	0	Squamish Dock. ⊙	347.0	2 30 P M	5 45 P M
2 05 "	1.0	lve. Squamish ⊙ arr.	346.0	2 25 "	5 40 "
2 26 "	7.0	Brackendale	340.0	f2 00 "	f5 14 "
2 45 "	11.0	Cheakamus ⊙	335.1	1 47 "	3 00 "
f3 20 "	20.6	Watson	326.4	f1 15 "	f2 27 "
3 35 "	22.6	Garibaldi	324.4	1 10 "	2 22 "
f4 12 "	29.8	McGuire ⊙	317.2	f1246 "	f1 57 "
4 50 "	37.1	Alta Lake ⊙	309.9	12 26 "	1 35 "
4 55 "	38.0	Rainbow ⊙	309.0	12 15 P M	1 25 P M
f5 42 "	52.9	Tisdall	294.1	f10 50 A M	f11 55 A M
6 10 "	57.3	Pemberton ⊙	289.7	10 23 "	11 28 "
6 55 "	64.4	Owl Creek	282.6	9 50 "	10 55 "
7 23 "	76.3	Birken	270.7	9 11 "	10 16 "
7 50 "	86.0	D'Arcy ⊙	261.0	8 25 "	9 25 "
8 05 "	91.5	McGillivray Falls	255.5	8 05 "	9 05 "
f8 10 "	93.1	Marne ⊙	253.9	f8 00 "	f9 00 "
8 35 "	101.2	Seton	245.8	7 36 "	8 36 "
8 12 "	105.1	Shalalth ⊙	241.0	7 14 "	8 14 "
10 05 "	120.4	arr. Lillooet ⊙ lve.	226.6	6 25 "	7 25 "
10 50 "	120.4	lve. Lillooet arr.	226.6	5 35 "	6 35 "
f11 10 "	128.1	Fountain ⊙	218.9	f5 06 "	f6 06 "
f11 51 P M	136.0	Glenfraser	211.0	f4 28 "	f5 28 "
12 27 A M	140.8	Pavilion ⊙	206.2	4 03 "	5 03 "
f1249 "	145.9	Moran	201.1	f3 29 "	f4 29 "
1 37 "	155.0	Kelly Lake ⊙	192.0	3 01 "	4 01 "
e2 35 A M	165.7	Clinton ⊙	181.3	b2 28 A M	f4 328 A M
		ARRIVE LEAVE			

Sleeping accommodation on all through trains.

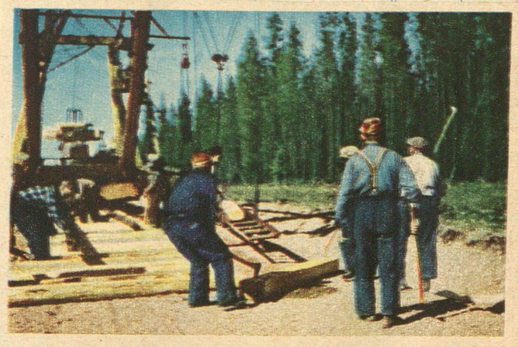
No. 1	Mls.	*September 2, 1935.*	Mls.	No. 2	No. 4
		LEAVE ARRIVE			
e2 35 A M	165.7	Clinton ⊙	181.3	b2 28 A M	f4 328 A M
f3 15 "	177.4	Chasm ⊙	169.6	f1 47 "	f2 47 "
3 35 "	184.7	70 Mile	162.3	1 25 "	2 25 "
f3 50 "	189.2	Coulson ⊙	157.8	f1 14 "	f2 14 "
f4 02 "	193.3	Graham ⊙	153.7	f1 04 "	f2 04 "
f4 19 "	199.1	Flying-U Ranch	147.9	f12 49 "	f1 49 "
— —	205.9	Horse Lake	141.1	— —	— —
5 05 "	209.0	Lone Butte ⊙	138.0	12 23 A M	1 23 "
f5 23 "	215.3	Canim	131.7	f1200 Night	f1 00 "
5 52 "	222.5	Exeter ⊙	124.5	11 42 P M	12 42 "
f6 09 "	228.3	Tatton	118.7	f1124 "	f12 34 "
6 33 "	236.2	Lac La Hache ⊙	110.8	11 03 "	12 03 A M
f7 01 "	246.1	Wright ⊙	100.9	f10 51 "	f11 51 P M
f7 30 "	256.4	Enterprise ⊙	90.6	f1005 "	f11 05 "
f7 51 "	263.6	St. Joseph	83.4	f9 44 "	f1044 "
f8 06 "	268.1	Onward	78.9	f9 31 "	f10 31 "
8 35 "	276.7	arr. Williams Lake. ⊙ lve.	70.3	9 10 "	10 10 "
9 15 "	276.7	lve. Williams Lake arr.	70.3	8 50 "	9 50 "
f9 47 "	289.1	Whiskey Creek	57.9	f7 52 "	f8 52 "
10 19 "	298.6	Soda Creek	48.4	7 24 "	8 24 "
10 46 "	307.4	Macalister	39.6	f6 58 "	f7 58 "
11 02 "	311.4	Marguerite ⊙	35.6	6 47 "	7 47 "
f11 35 "	320.8	Alexandria ⊙	26.2	f6 21 "	f7 21 "
11 58 A M	327.8	Australian	19.2	f6 59 "	f6 59 "
12 20 P M	334.4	Kersley	12.6	5 42 "	6 42 "
f1234 "	339.2	Dragon	7.8	f5 27 "	f6 27 "
1 00 P M	347.0	Quesnel ⊙	0	d5 00 P M	e6 00 P M
		ARRIVE LEAVE			

a Tuesday only; *b* Wednesday only; *d* Monday and Thursday; *e* Tuesday and Friday; *f* flag stop; *k* Saturday only. ■ Friday only. | Meals. ⊙ Telephone stations.
STANDARD—*Pacific time.*

Construction scenes on the Prince George extension--1952

Big Mike Abrahamson with contractor Frank Jamieson.

CONSTRUCTION BOSS



Men with pickaroons drag the ties into place on the grade.

No machine has yet replaced a strong man with a spike maul.

Behind the Pioneer, spikers and bolters complete the work.

SELLER
DATE
FORM DESTINATION

CAMBRIA AND INDIANA RAILROAD COMPANY

395

J. H. WEAVER, Chairman of the Board, Philadelphia, Pa.
A. L. HORST, President, "
J. F. MACKLIN, Vice-President, "
JOHN E. CUPP, General Counsel, "
L. G. BALL, Treasurer "
C. M. JOHNSON Secretary, "
A. L. HORST, General Freight Agent, "
C. R. SMITH, Auditor, "
H. H. HOOPER, Superintendent, Colver, Pa.
S. H. JENCKS, Chief Engineer, Ebensburg, Pa.
J. M. LONG, Trainmaster. Colver Pa.

General Offices: Room 1331, Broad Street Station Building; 1617 Pennsylvania Boulevard, Philadelphia, Pa.

June, 1932.

Miles from MANVER (See Note No. 1)	STATIONS.	Miles from REXIS (See Note No. 2)
	MAIN LINE.	
.0	Manver (Note 1)	17.9
.9	Pine Flats	17.0
3.0	Glory	14.9
4.1	Greismore	13.8
5.3	Sides	12.6
7.3	Kinter	10.6
8.5	Stiles	9.4
12.2	Adams	5.7
13.4	Elkdale Junction (Note 3)	4.5
14.4	Concrete Bridge	3.5
15.4	Regan Junction (Note 3)	6.5
16.6	Edwards	7.7
18.7	Belsano	9.8
21.0	Cardiff	12.1
22.1	Romar	13.2
23.0	Nant-Y-Glo	14.1
27.9	Revloc	19.0
	REXIS LINE	
13.4	Elkdale Junction (Note 3)	4.5
13.8	White Mill	4.1
15.1	Nipton	2.8
17.9	Rexis (Note 2)	.0
	COLVER LINE	
15.4	Regan Junction (Note 3)	6.5
17.7	Preisser	8.8
18.7	Colver	9.8

Note 1.—Connection with New York Central R.R., Cherry Tree & Dixonville R.R. and Pennsylvania R.R.

Note 2.—Connection with Pennsylvania R.R.

Note 3.—Junction point, shown for mileage purposes only. No freight service.

Operated for Freight Service only.

CAMBRIA AND INDIANA RAILROAD COMPANY.

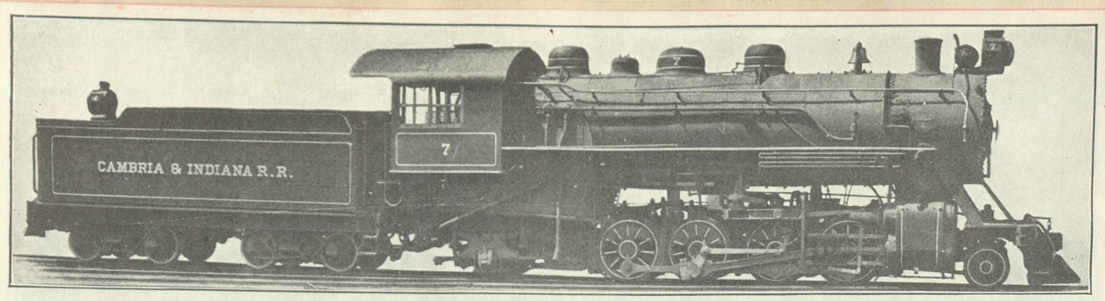


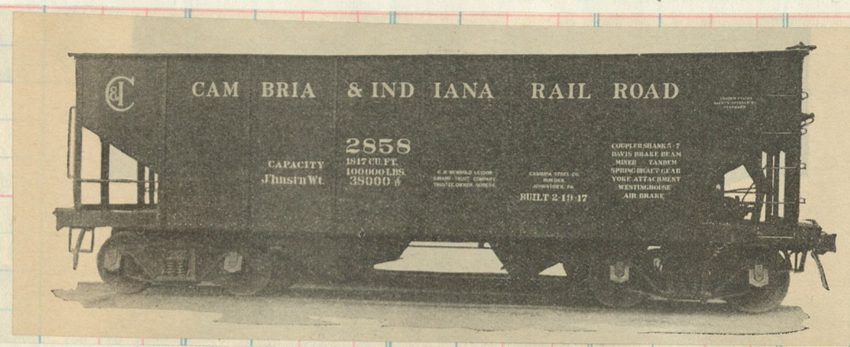
Fig. 82—Mikado (2-8-2) Locomotive for Freight Service. Built for Cambria & Indiana by the Lima Locomotive Works.

Gage	4 ft. 8½ in.	Heating Surface, Tubes	3,363 sq. ft.
Cylinders	22 in. x 28 in.	Heating Surface, Firebox	238 sq. ft.
Steam Pressure	190 lbs.	Heating Surface, Total	3,601 sq. ft.
Diam. of Drivers	51 in.	Heating Surface, Superheater	865 sq. ft.
Tractive Effort	43,000 lbs.	Grate Area	63 sq. ft.
Rigid Wheel Base	14 ft.	Weight on Drivers	185,000 lbs.
Driving Wheel Base	14 ft.	Weight, Total	250,000 lbs.
Total Wheel Base	31 ft. 3 in.	Fuel	Soft coal

R. D., Saratoga Springs, N. Y.—The Cambria & Indiana was incorporated in 1904 as the Black Lick and Yellow Creek RR. Its name was changed in 1911. It runs between Manver and Colver (19 miles), Elkdale Jct. and Rexis (4), Colver and Colver Hts. (2), Regan Jct. and Nanty Glo (8), Nanty Glo and Revloc (5), all in Pa. Total mileage 38, it has 8 locos, 3,436 frt. cars.

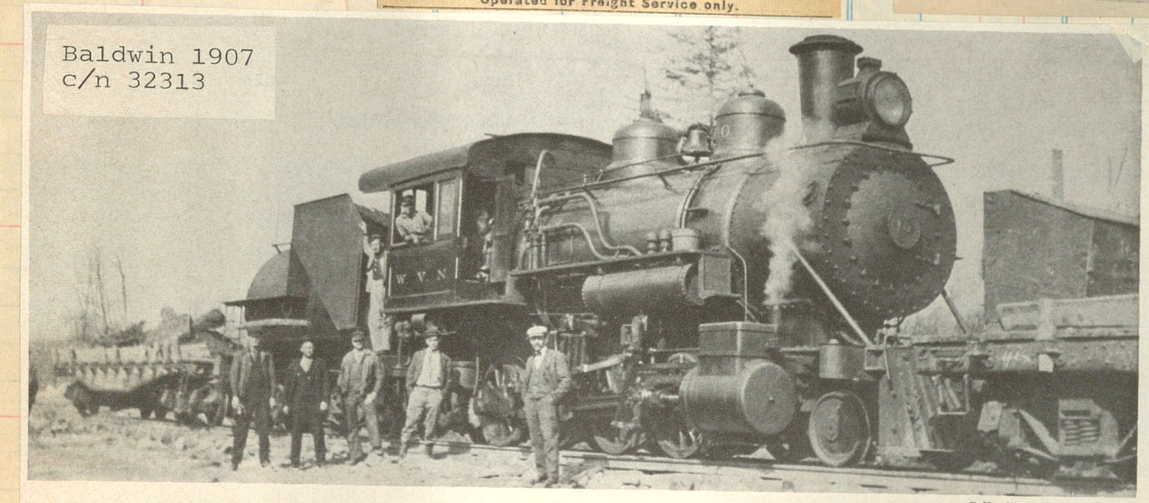
Amount

Built 1917
c/n 5438
To Sidney &
Louisburg #
72 in 1930



WRECK ON THE CAMBRIA & INDIANA ROAD AT MANVER YARD, PA.

Baldwin 1907
c/n 32313



Collection of C. A. Bearer.

EX-VIRGINIA NORTHERN 2-8-0 10, shown helping to build the C&I in 1911, was soon relettered C&I 3, later became NdeM 1051.

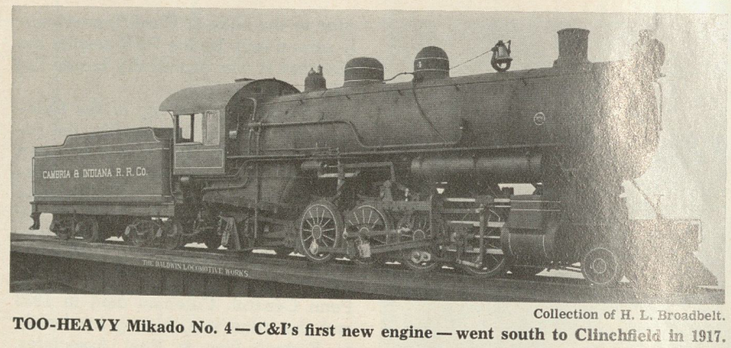
#4 Baldwin 1911 c/n 37175
To CC&O #499 in 1917

#5 Baldwin 1913 c/n 40917
To LS&I #16 in 1930

#14 Baldwin 1920 c/n 53183
Retired 1944

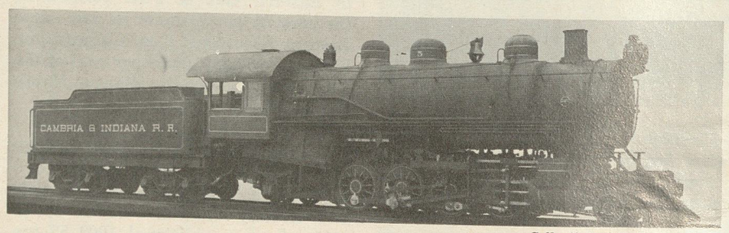
#19 Schen 1923 c/n 67055

#20 Schen 1920 c/n 62310
ex P&LE #9523, purchased 1939



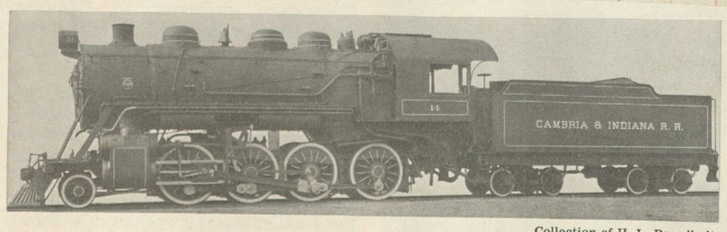
Collection of H. L. Broadbelt.

TOO-HEAVY Mikado No. 4—C&I's first new engine—went south to Clinchfield in 1917.



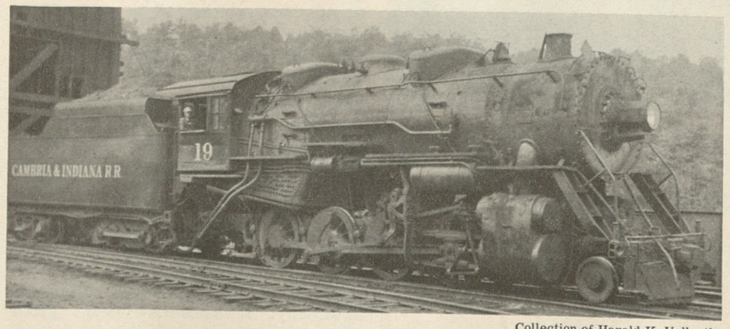
Collection of H. L. Broadbelt.

POWER TO LUG: No. 5, with big boiler and 51-inch drivers, set pattern for road's 2-8-2's.



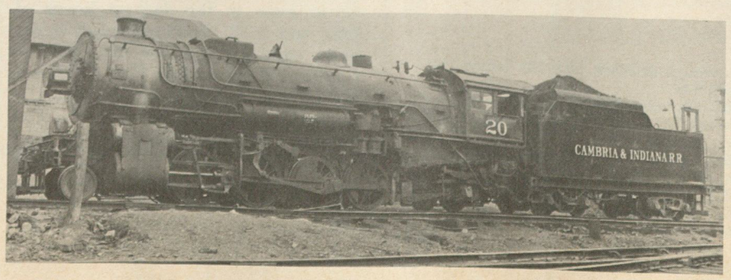
Collection of H. L. Broadbelt.

THE big (for C&I) 63-inch drivers of 2-8-0 14 (and 15) were unpopular with the crewmen.



Collection of Harold K. Vollrath.

TENDER BOOSTERS on Nos. 16-19, the 1923 Alco-built 2-8-0's, were removed later.

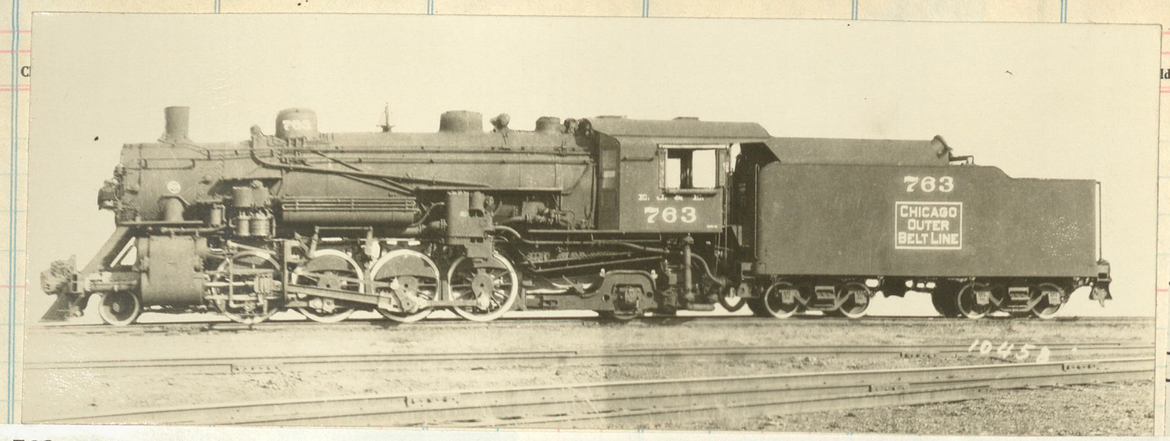


Howard Davis.

EX-P&LE 2-8-2, first secondhand wartime engine, at Colver; C&I never had a roundhouse.

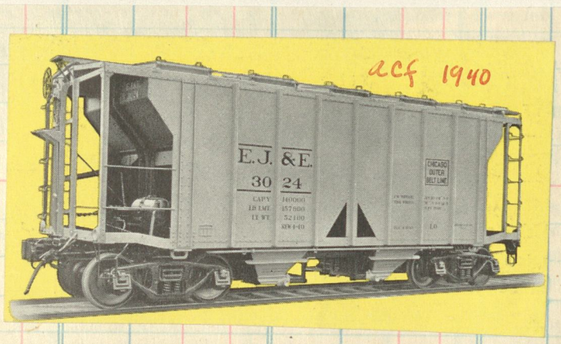
ELGIN, JOLIET AND EASTERN

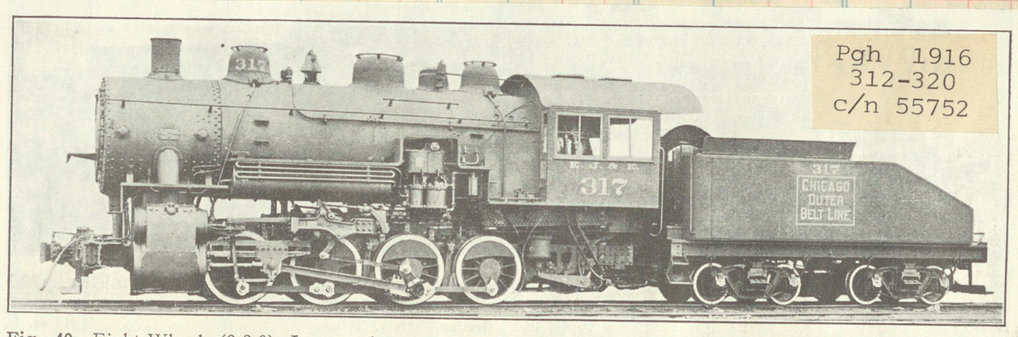
Clos. No. | Sold | Amount | C



Mikado 763, one of six [761-766] blt by Baldwin 1929 c/n 61078, to D.M.& I.R. #1328

Elgin, Joliet & Eastern is a line-haul carrier running from Waukegan, Ill., to Gary, Ind. This graphite-faced Mikado is bringing her interchange tonnage around a curve in West Chicago.

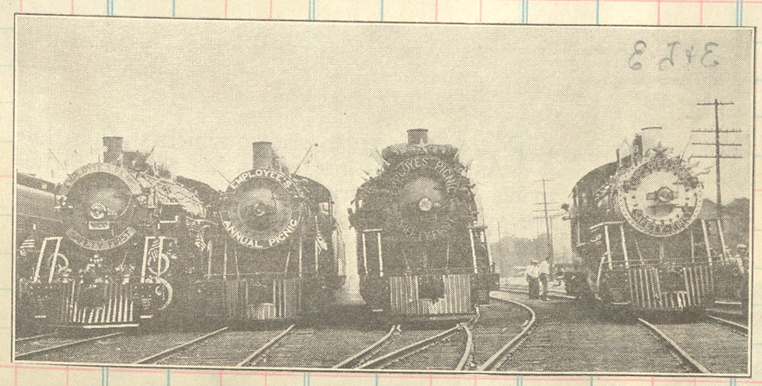


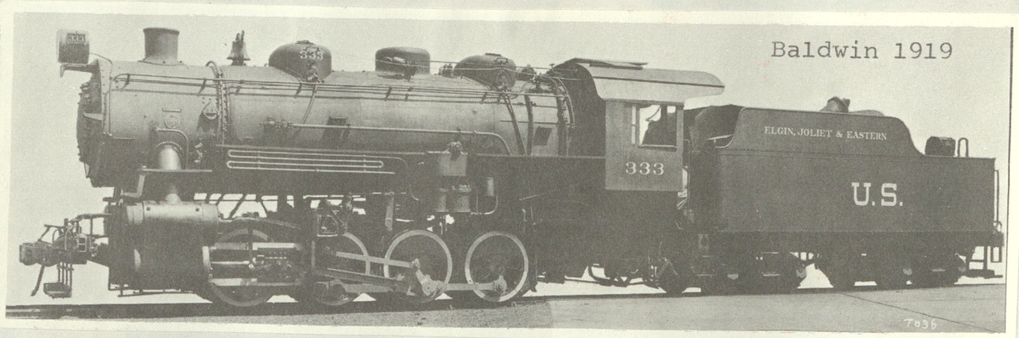


Pgh 1916
312-320
c/n 55752

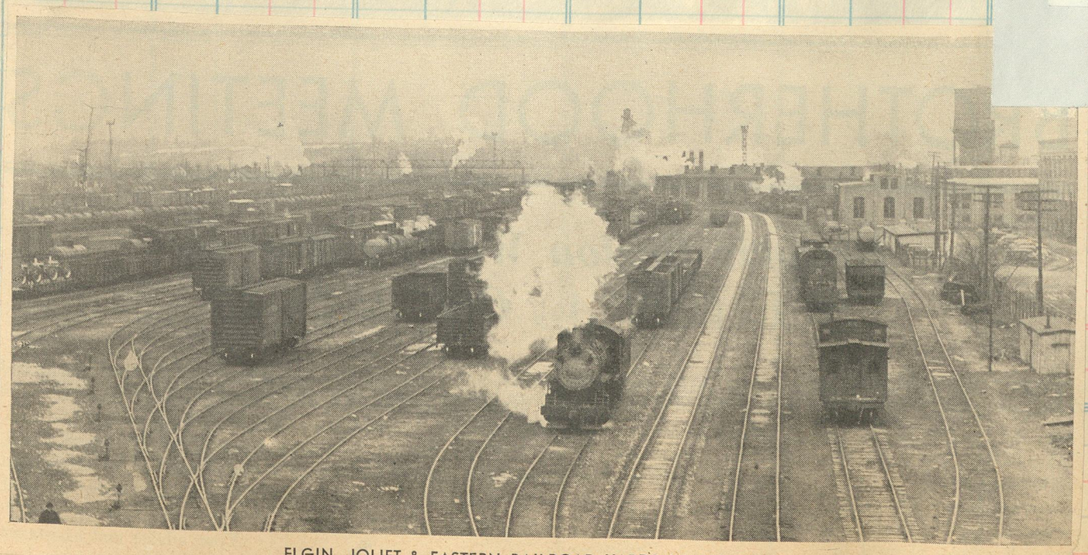
Fig. 40—Eight-Wheel (0-8-0) Locomotive for Switching Service. Built for Elgin, Joliet & Eastern by the American Locomotive Company.

Gage	4 ft. 8½ in.	Heating Surface, Tubes	2,695 sq. ft.
Cylinders	24 in. x 28 in.	Heating Surface, Firebox	195 sq. ft.
Steam Pressure	185 lbs.	Heating Surface, Total	2,890 sq. ft.
Diam. of Drivers	51 in.	Heating Surface, Superheater	710 sq. ft.
Tractive Effort	49,700 lbs.	Grate Area	48 sq. ft.
Rigid Wheel Base	15 ft.	Weight on Drivers	216,000 lbs.
Total Wheel Base	15 ft.	Fuel	Soft coal

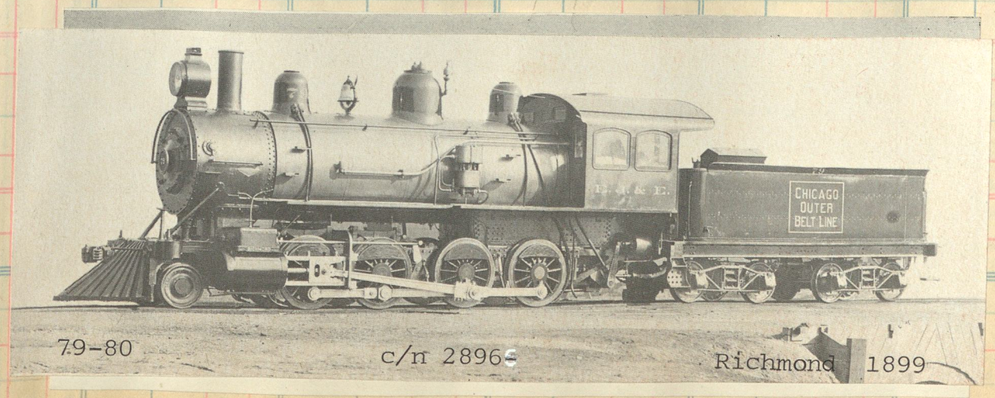




331-334
c/n 51624



ELGIN, JOLIET & EASTERN RAILROAD YARDS IN JOLIET, ILL.



79-80 c/n 28966 Richmond 1899

14

SELLER
DATE
FORM DESTIN

Sold Amount

SUMPTER VALLEY RAILWAY.

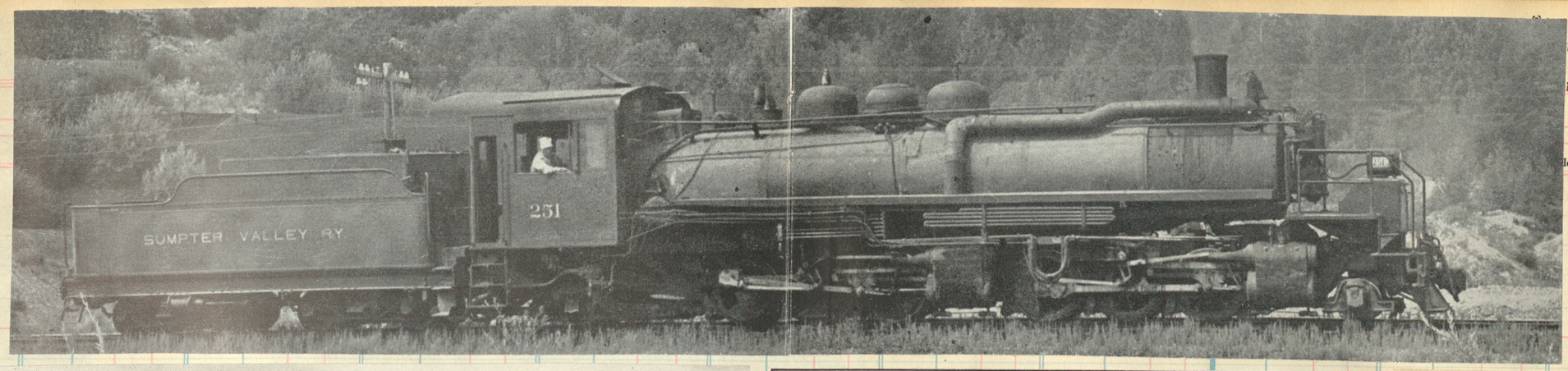
SUMPTER VALLEY RY. CO.
FIRST CLASS
BAKER
TO
SUMPTER
Soren O Davis
General Passenger Agent.
38877

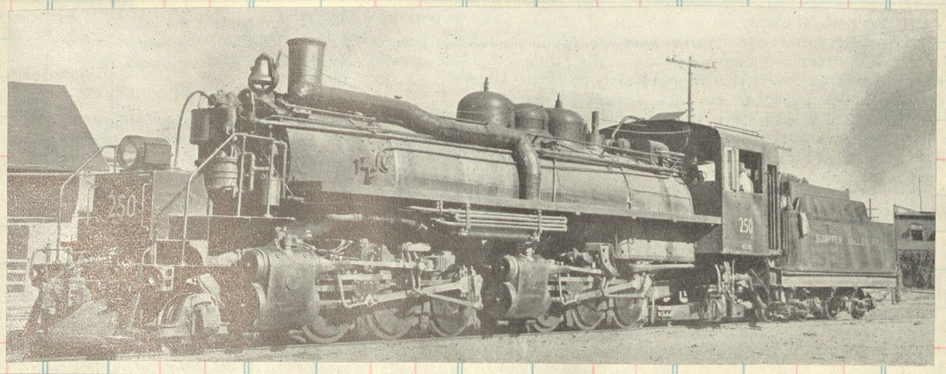
THUNDER IN THE CANYON

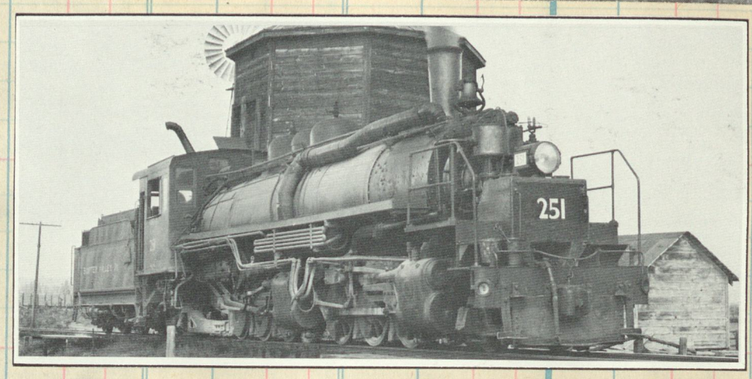
Clos. No. | Sold | Amount

Short Sheet

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

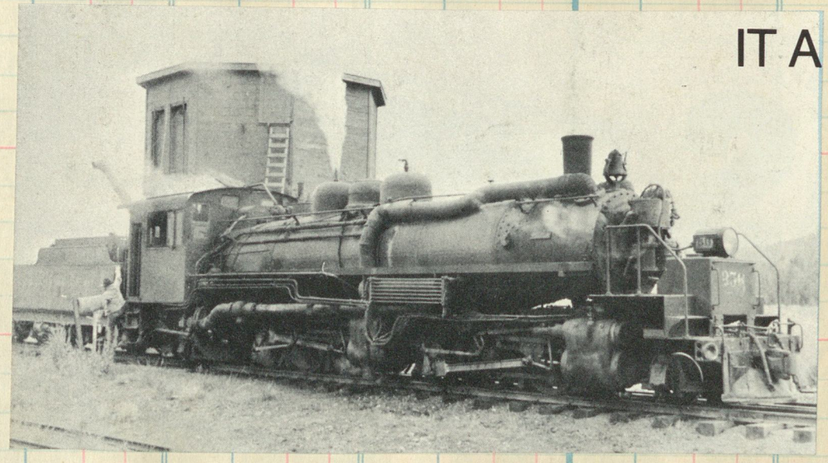


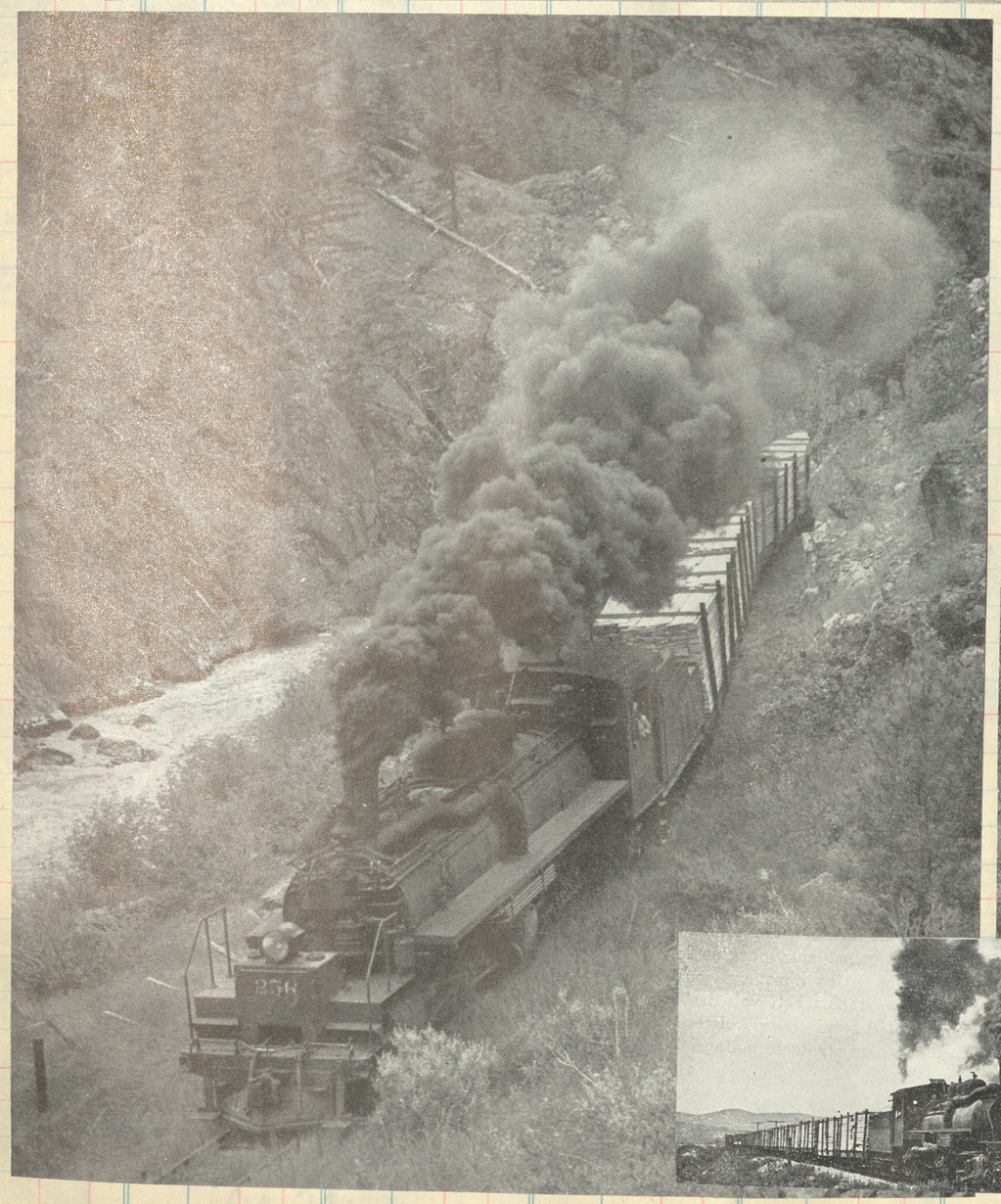


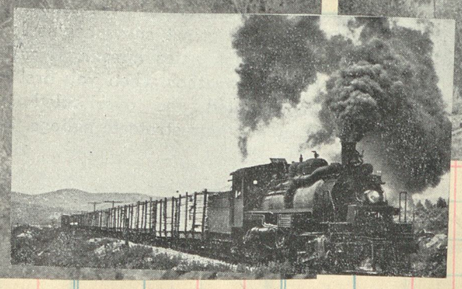


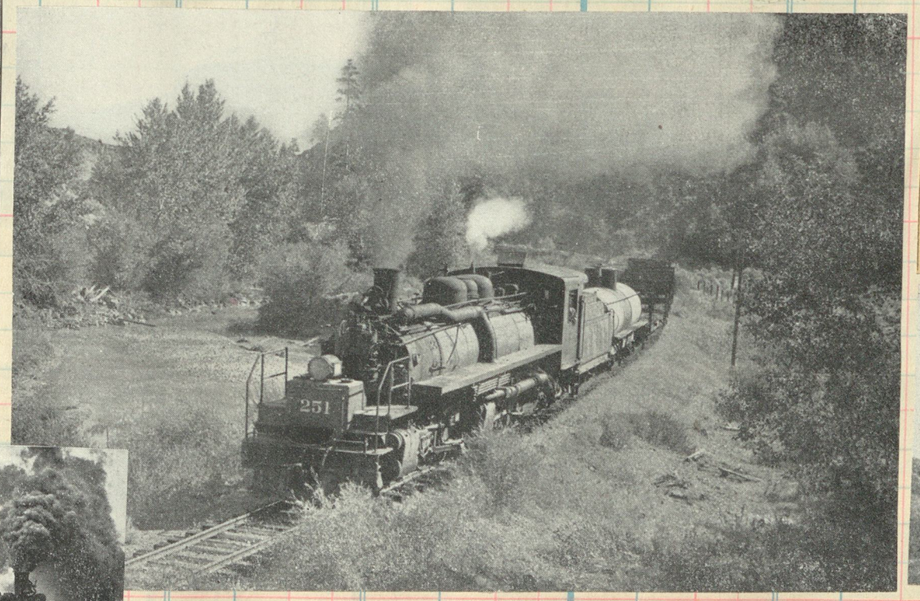
An outstanding oddity in American railroading was the fact that only two narrow gage articulated engines were ever built for service in the United States. (Such engines were not uncommon, however, in other parts of the world) In 1926 Baldwin constructed a 2-6-6-2T for the Uintah Ry. This was followed by a second engine in 1928. In May 1939 the Uintah ceased operations and these engines were sold to the Sumpter Valley who took delivery of them at Baker in April 1940. The S V made decided improvement in their appearence by removing the boiler water tanks and adding seperate tenders. Numbered 250 & 251 they worked on the SV until 1947. In July of that year they were shipped to Portland, put aboard the "S.S. Coastal Adventurer" and shipped south to Guatemala for service on the International Railways of Central America where they gave several more years of faithful service.

IT A









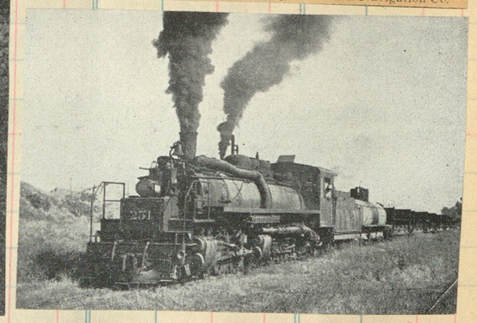
SUMPTER VALLEY RAILWAY.

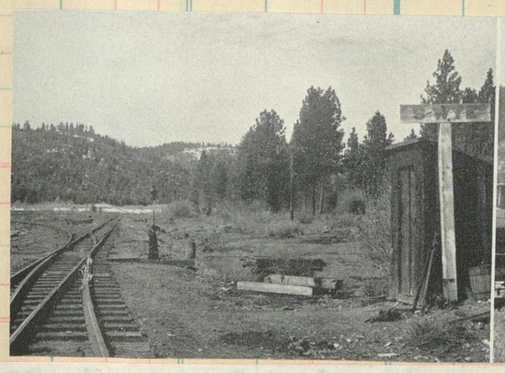
W. J. Eccles, President and General Manager, Baker, Ore.
A. C. Lighthall, Vice-Prest. Baker, Ore.
A. S. Howe, Supt., Baker, Ore.
H. M. Miles, Auditor, "
Hallock, Donald & Banta, Gen. Attorneys, Baker, Ore.

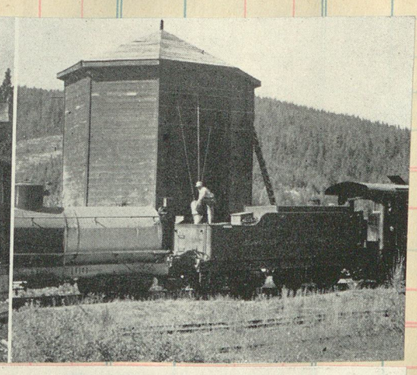
	No. 1	Mls	April, 1933.	Elev.	No. 2	
	*8 00 A M	0	lve..... Baker[1] ⊙...arr.	3437	4 55 P M	
	8 05 "	1.5	arr... South Baker ⊙ lve.	3300	4 50 "	
	8 10 "	1.5	lve... South Baker ..arr.	3500	4 50 "	
	8 30 "	9.5	..... Salisbury ..... ⊙	3675	– –	
	8 50 "	16.2	.....Boulder Gorge... ⊙	....	4 00 "	
	9 10 "	22.5	.....McEwen..... ⊙	4129	3 55 "	
	9 40 "	29.0	.....Sumpter..... ⊙	4420	3 10 "	
	10 15 "	34.7	..... Larch ..... ⊙	5090	2 45 "	
	10 45 "	43.4	.....Whitney..... ⊙	4153	2 00 "	
	11 20 "	51.0	..... Tipton..... ⊙	5090	1 35 "	
	11 55 A M	59.2	arr..... Austin ⊙ ...lve.	4106	12 50 "	
	12 00 Noon	59.2	lve..... Austin .....arr.	4106	12 45 "	
	12 05 P M	60.2	.....Bates..... ⊙	....	*1 40 P M	
			ARRIVE		LEAVE	

*Daily ⊙ Telephone stations. *Pacific time.*

Connection.—[1] With Oregon-Washington R.R. & Navigation Co.

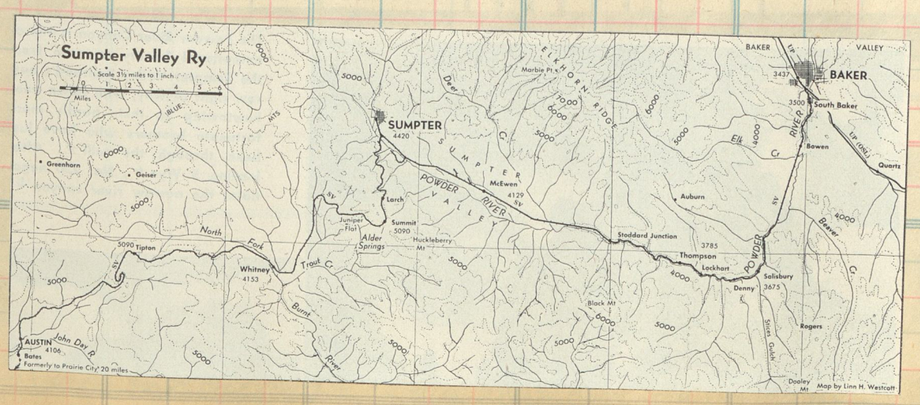


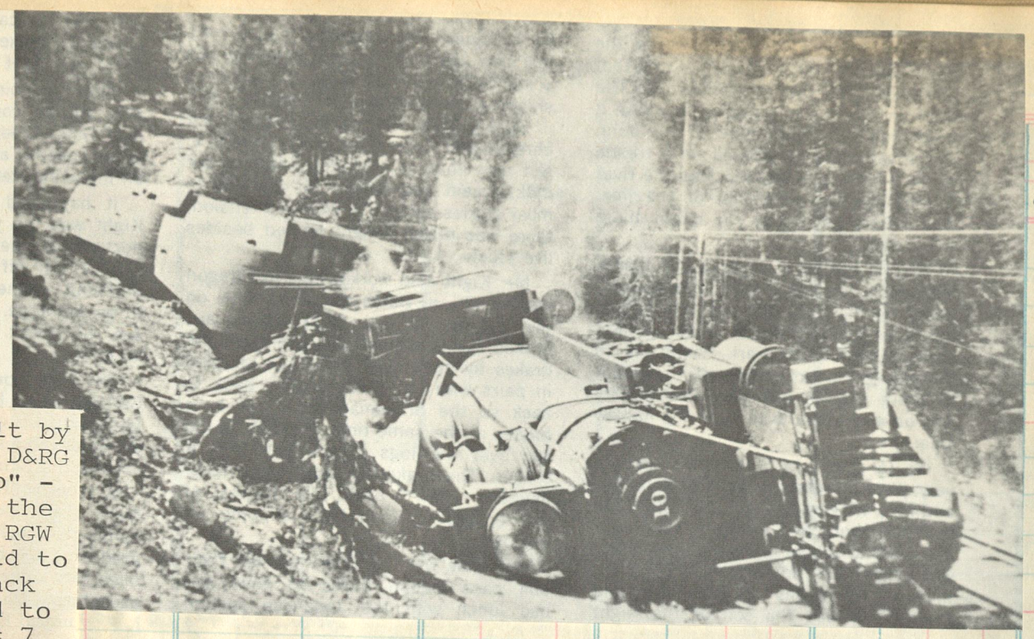




S WYE - Track to the left
the main line to Bates,
straight ahead to Sumpter.

The tank at S Wye

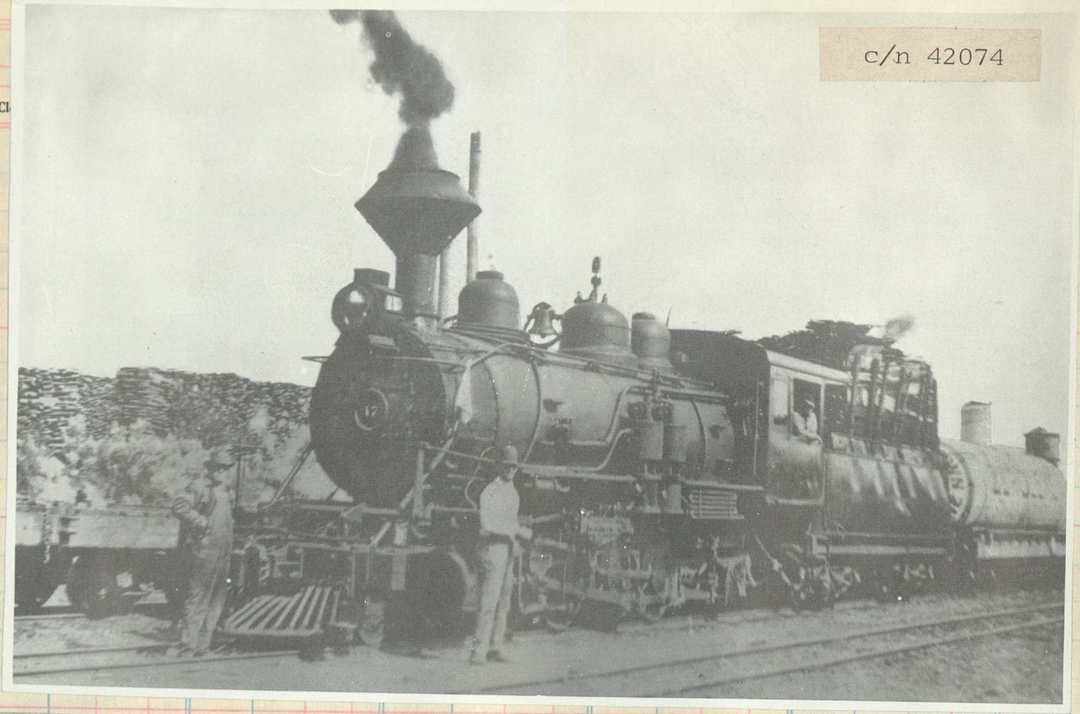




This May 12, 1915, view of the wreck of Sumpter Valley's No. 10 passenger train 2 miles east of Dixie, shows that they did have derailments. . . . H. R. Griffiths Photo

#10, a 2-8-0 blt by Baldwin 1880 as D&RG #74 the "Hermano" - In 1886 sold to the D&RGW #74. Then RGW #74. In 1891 sold to RGS #30, then back to RGW #04. Sold to Sumpter Valley # 7 in 1900, renoed 10. Out of service by 1924. Scrap c 1936

PITCH SMOKE CURLS UPWARD from the diamond stack of No. 17, a Mikado type built by Baldwin in 1915 for the 3-foot gauge Sumpter Valley Railway. Her tender piled high with pine slabs, she is ready to buck the steep grades of the Blue Mountains west of Baker, Oregon. Engine was later sold to the Peruvian Government.



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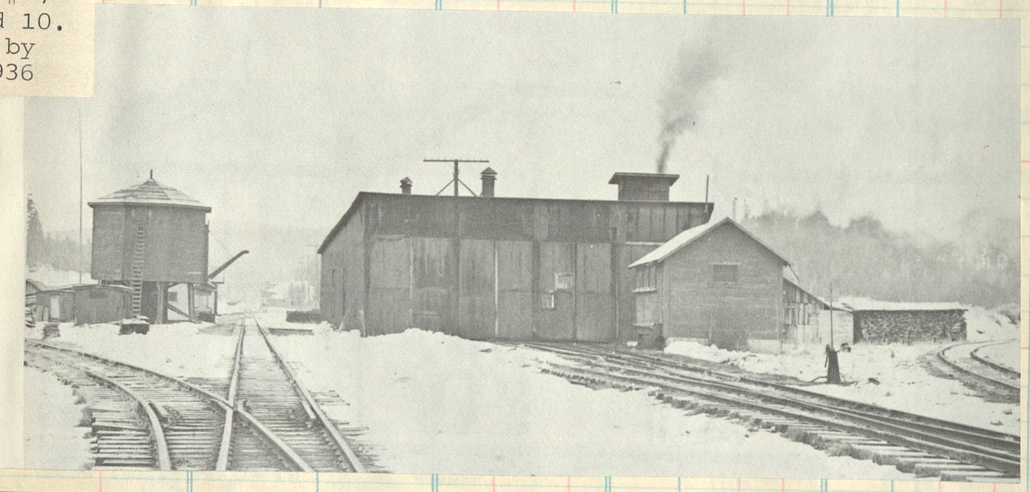
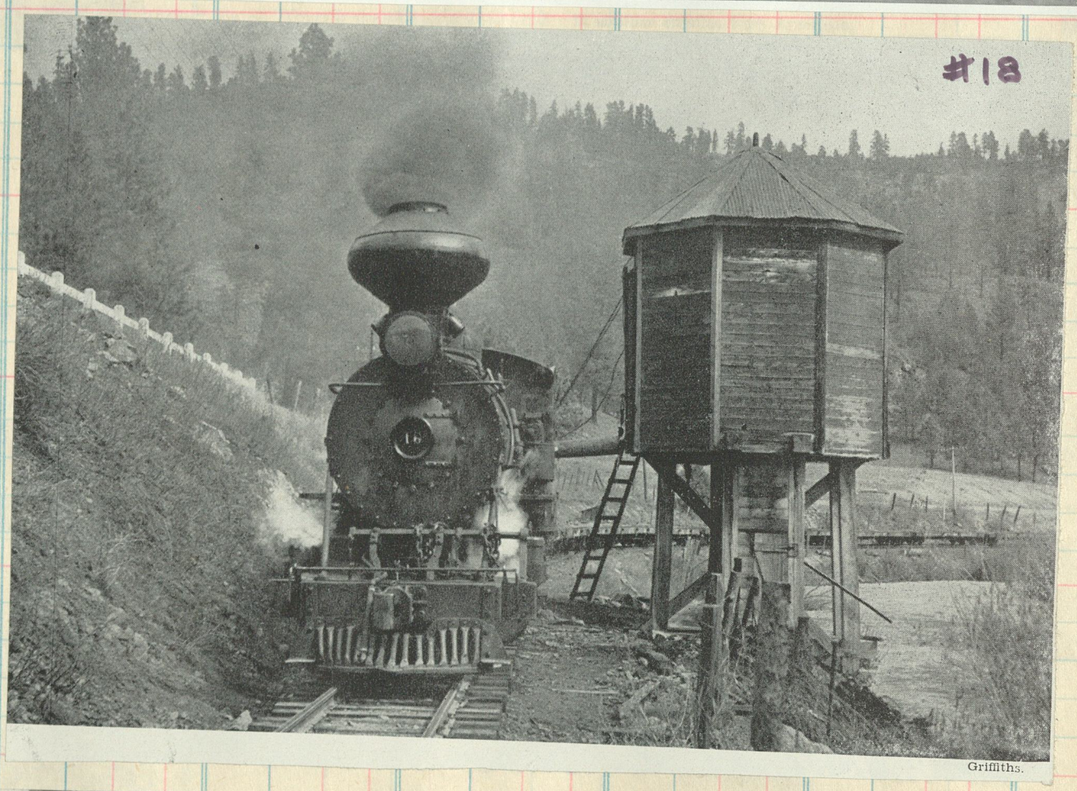
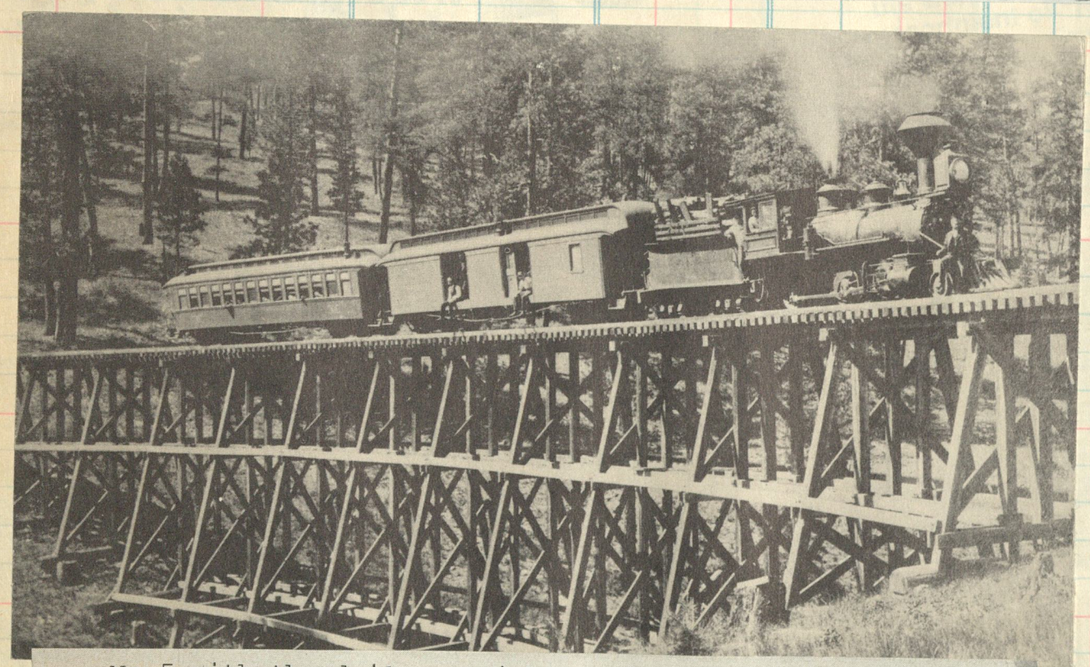
Sold | Amount



Sumpter Valley Railway engine facilities at Austin, OR, in December of 1946. . . . H. R. Griffiths Photo



Griffiths.

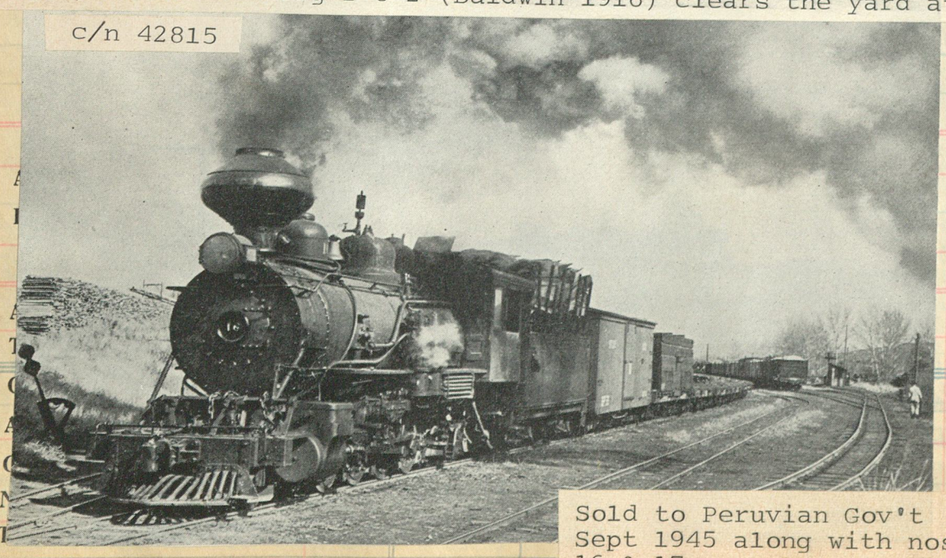


No 5 with the daily varnish on trestle near Alder Springs. Orginally #5 was one of 21 Moguls blt by Brooks in 1881 for Utah & Northern. On that road was #31, then UN #88. Sold to SV in 1892 as #1, renoed in 1906 to #5. In 1912 was sold to Eureka Nevada #5, later #9 Retired about 1927

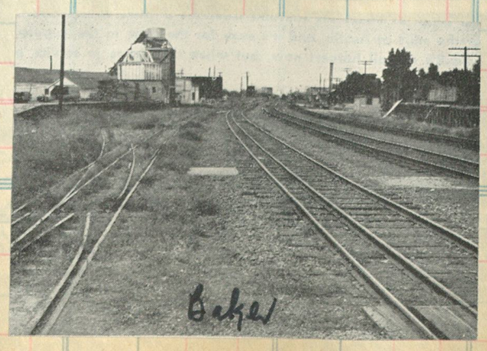
The Sumpter Valley Railway at Dixie-Summit in 1909. Note competing means of transportation, both stage and motor car. . . . H. R. Griffiths Photo

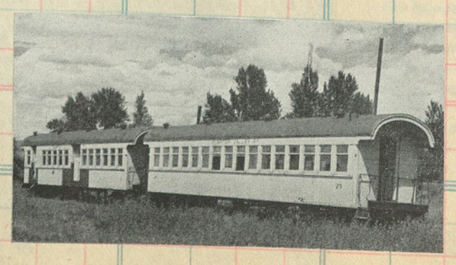
#18, a slab burning 2-8-2 (Baldwin 1916) clears the yard at Baker

c/n 42815



Sold to Peruvian Gov't Sept 1945 along with nos 16 & 17





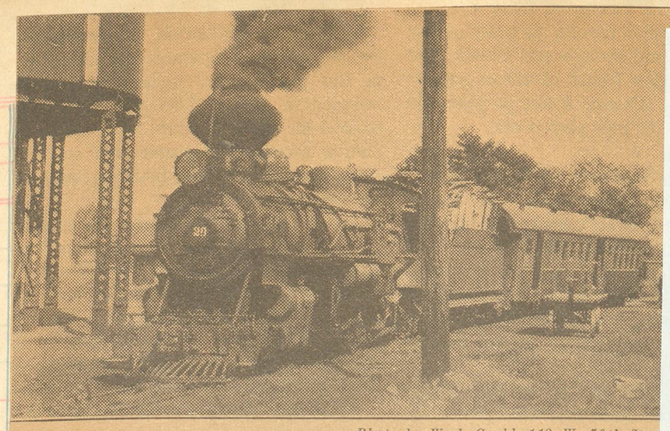
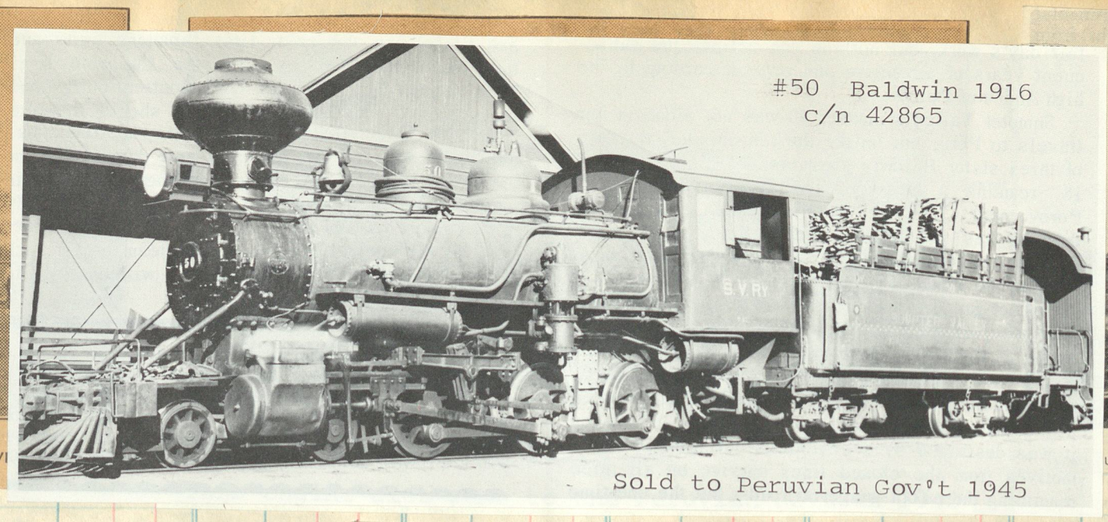


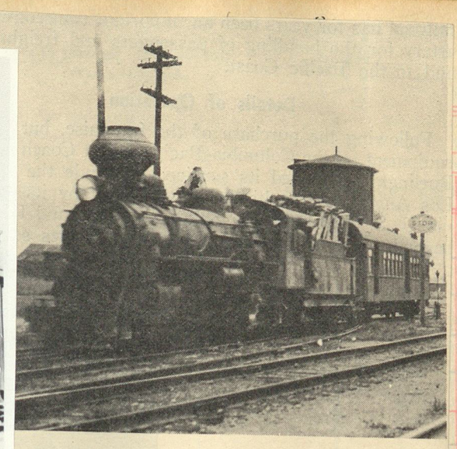
Photo by W. J. Gould, 118 W. 50th St.,

Sumpter Valley Passenger Train at Bates, Ore. The Engine is No. 20, Mikado Ty
and Heaviest on the Line



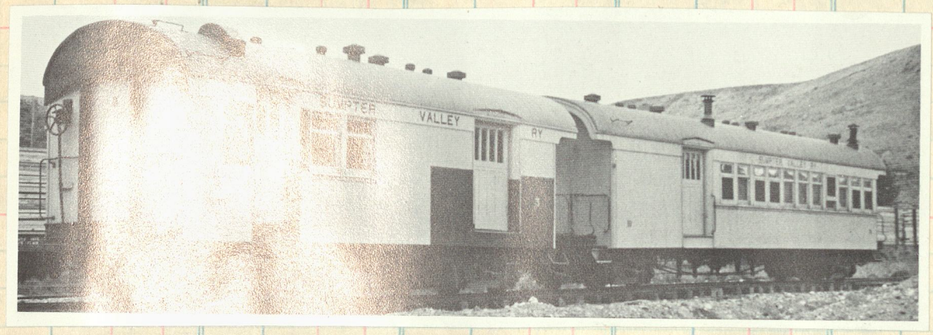
#50 Baldwin 1916
c/n 42865

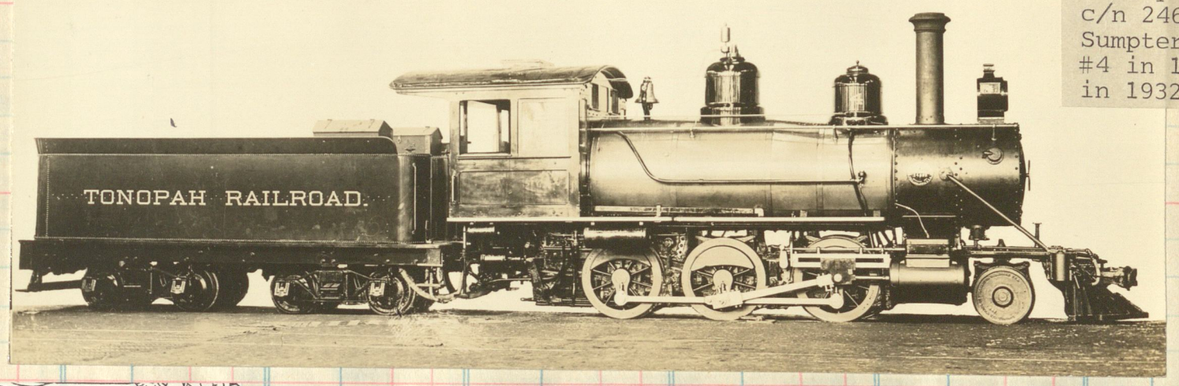
Sold to Peruvian Gov't 1945



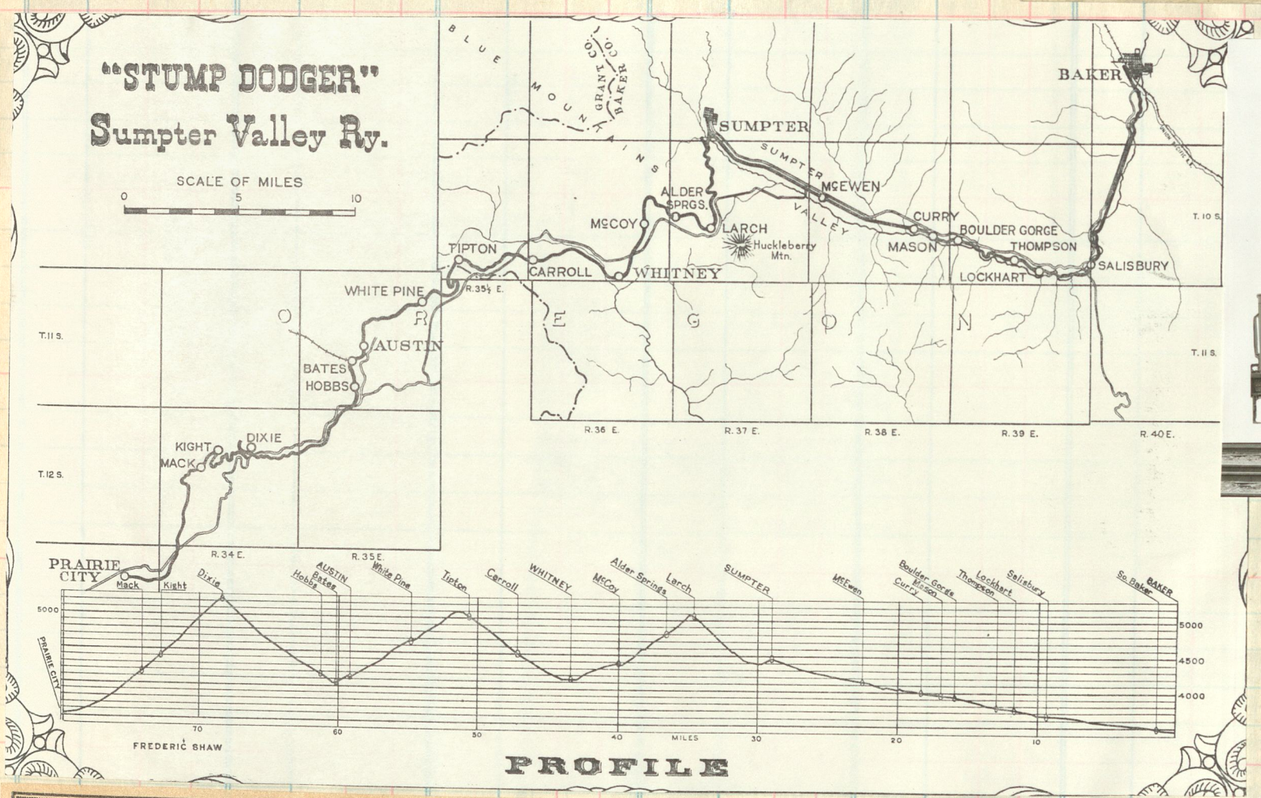
urning Locomotive of the Sumpter Valley at Baker, Ore.

Amount	Clos. No.	Sold	Amount





Blt by Baldwin 1904
c/n 24689. Sold to
Sumpter Valley as
#4 in 1905, retired
in 1932



This impressive Mike was delivered by Schenectady in 1920 (c/n 61980) Later renoed #20, in 1940 sent to the W.P.& Y. as #80. Retired from service 1958. Reported as returned to Baker, Ore for operation on a tourist road.

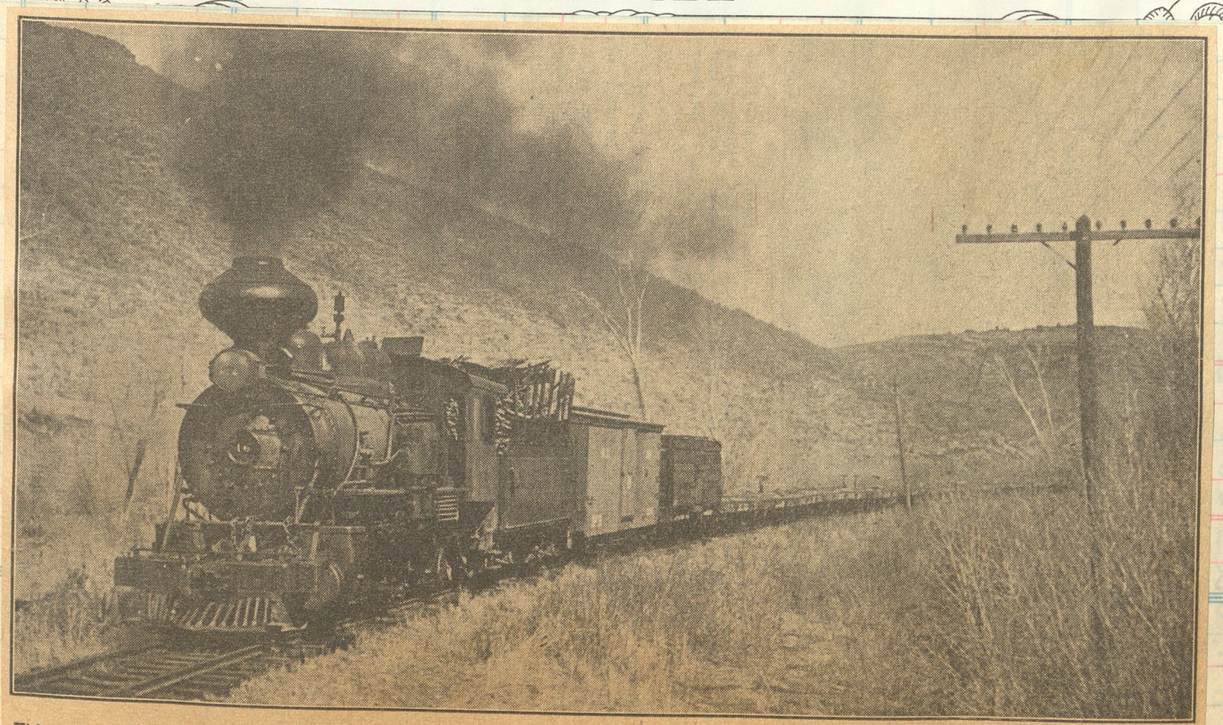


Photo by Henry Griffiths, 1316 River St., Boise, Idaho

This Shot of a 34-Car Train Hauled by Wood-Burning Engine Number 36 on the Sumpter Valley Railway Was Made near Salisbury, Oregon, About Two Years Ago. The SV Hauls Mostly Lumber Products. It Has Seven Locomotives, Three Hundred Cars, Sixty-Eight Employes, and an Annual Revenue That Is Nothing to Complain About

RAHWAY VALLEY

Rahway Valley R. R.

Rahway Valley Co., Lessee.
Reporting Marks—"R V"

GEO. A. CLARK, President, Secretary, Gen. Manager, Auditor and Freight Traffic Manager.....Kenilworth, N. J.
H. C. MANDEVILLE, JR., Vice-President..15 Broad St., New York, N.Y.
WM. L. BAINTON, Treasurer.....40 Wall St., "
A. T. MOSCA, Gen. Frt. Agt. & Car Acct.....Kenilworth, N. J.
C. W. NEES, Master Mechanic.....

Miles of road operated. 15; gauge, 4 ft. 8½ in. *Equipment*—Locomotives (coal burning), 4. Cabcose, 1.
Freight cars owned: None.
Maximum gross weight of car and lading permitted 169,000 pounds.
For balances remit to or draw on G. A. Clark, Gen. Mgr., Kenilworth, N. J.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

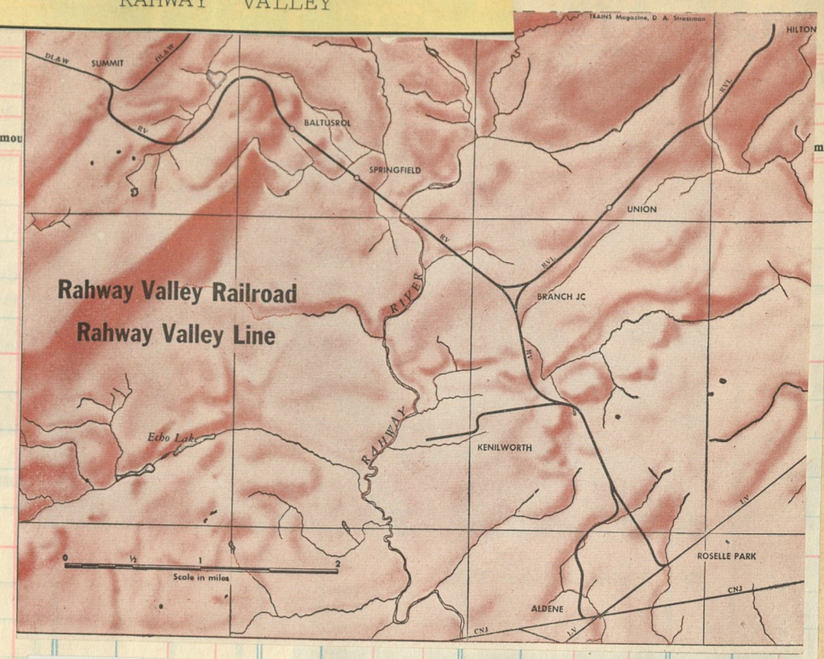
Central R. R. of New Jersey—
Aldene, N. J.

Delaware, Lackawanna & Western—
Summit, N. J.

Lehigh Valley—
Roselle Park, N. J.

Oct., 1937.

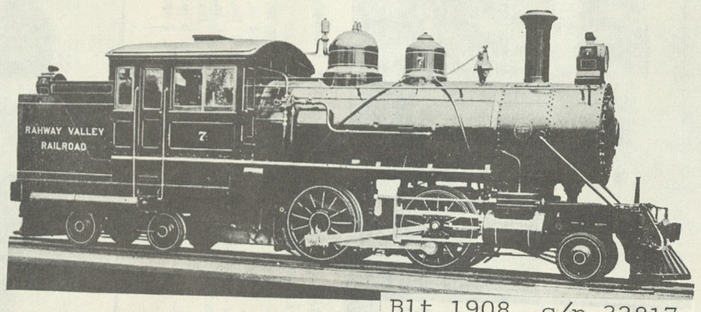
The Rahway Valley does not railroad at the fast pace of the big lines, but her scheduled train out of Kenilworth leaves on the stroke of 8:30 a. m., President George Clark says. Here Baldwin-built 2-8-0 No. 15 brings a train back from the Jersey Central interchange at Aldene.



GIVE history, including data on equipment, mileage, and financial status of the Rahway Valley Railroad.

The Rahway Valley was incorporated under laws of New Jersey on July 18th, 1904. One year later the line acquired the property of the New Orange Four Junction Railroad Company. On March 1st, 1909, the Rahway Valley *Railroad* was leased to the Rahway Valley *Company* at a rental based on the net earnings of the carrier. Under the present arrangement, rental payable is on 50 percent of the lessee company's net income before federal income taxes.

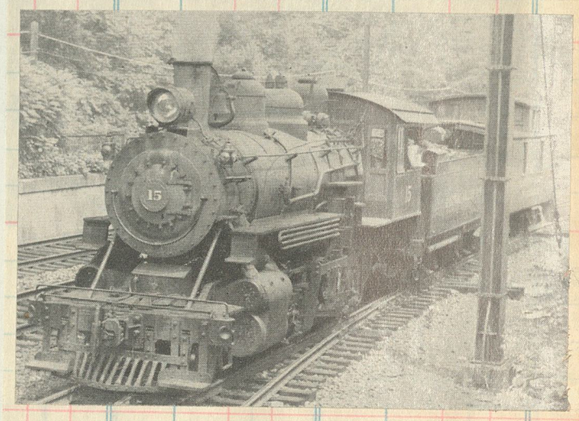
The 11-mile line of road extends from Summit to Aldene and Roselle Park, N. J. Important connections are made at these points with the Lackawanna, the Jersey Central and the Lehigh Valley, respectively. No passenger service is maintained and 4 locomotives are the only equipment owned. Gage is standard, laid with 70-pound rail. Operating revenues for 1940 totaled $105,139, with $3,527 net income. A picture story of the RV appeared in our April, 1940, issue.

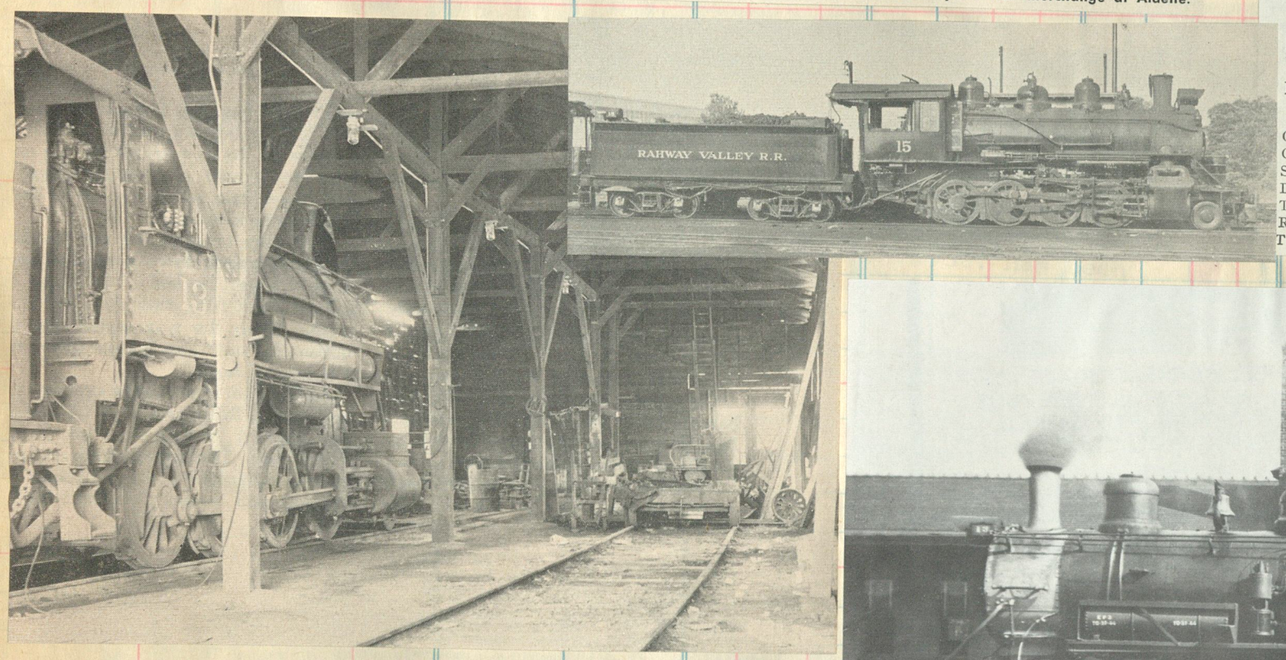


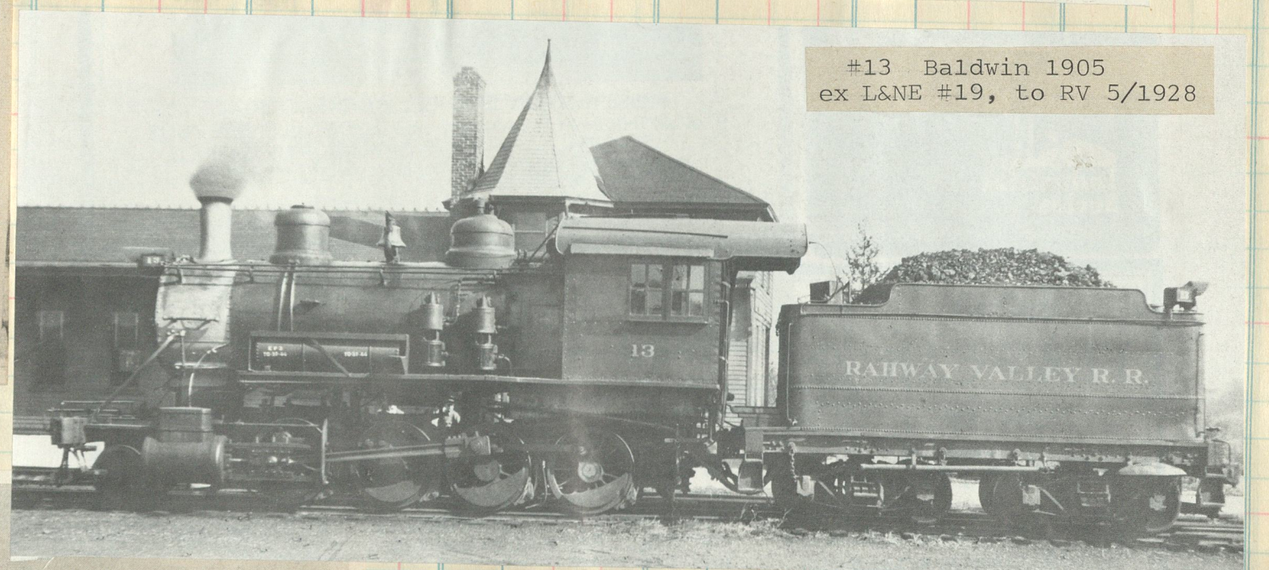
Blt 1908 c/n 32817

Fig. 50—Four-Coupled (2-4-4) Double Ender Locomotive for Passenger Service. Built for Rahway Valley Railroad by the Baldwin Locomotive Works.

Gage	4 ft. 8½ in.	Heating Surface, Tubes	1,343 sq. ft.
Cylinders	17 in. x 24 in.	Heating Surface, Firebox	152 sq. ft.
Steam Pressure	180 lbs.	Heating Surface, Total	1,495 sq. ft.
Diam. of Drivers	56 in.	Grate Area	18.2 sq. ft.
Tractive Effort	18,990 lbs.	Weight on Drivers	74,700 lbs.
Rigid Wheel Base	7 ft.	Weight, Total	150,300 lbs.
Total Wheel Base	31 ft. 4 in.	Fuel	Soft coal







#13 Baldwin 1905
ex L&NE #19, to RV 5/1928

#15, a 2-8-0, was built for the Oneida & Western by Baldwin 1916 c/n 43528 To BR&L in 1937 and same year to the R.V.

Although truckers skim the cream off the freight crop in Rahway Valley territory, motor carriers must wait while Rahway trains puff unhurriedly across New Jersey State Highway 29, north of the road's headquarters at Kenilworth. Route 29 is one of New Jersey's busiest; the Rahway is one of the state's smallest railroads. Here engine 15 drags her caboose and a string of freight cars across in front of a truck-and-trailer rig.

2-8-0 #14 Baldwin 1905
ex L&NE #20, to RV 8/1928

SAN LUIS VALLEY SOUTHERN

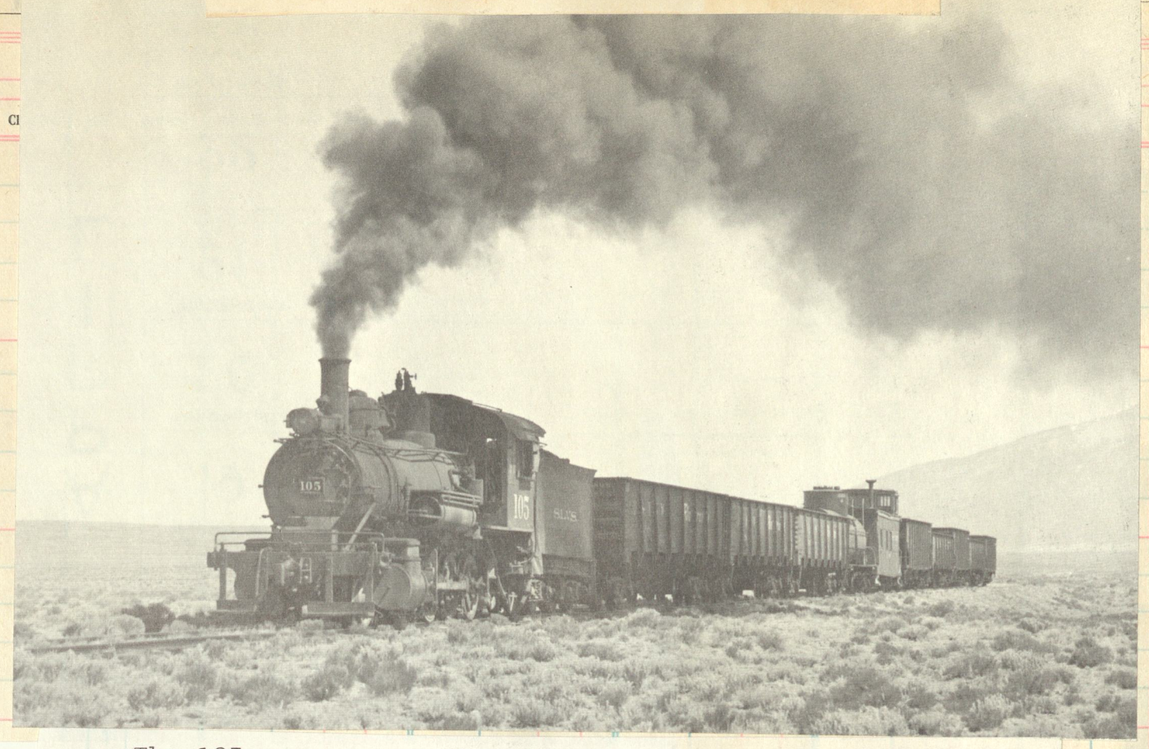
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Cl

46 1000 bks. (Eureka 2353)
Printed in U. S. A.

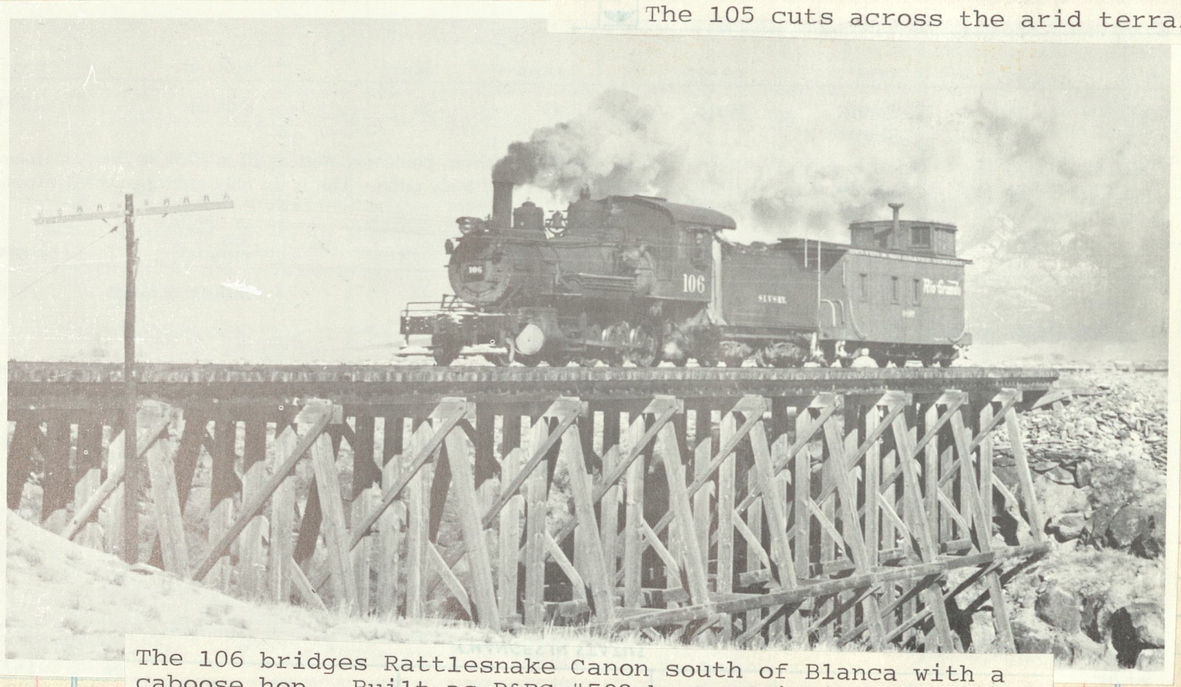
T HERE
o Make
rt Sheet

THE SAN LUIS VALLEY SOUTHERN RAILWAY CO.
G. W. BALLANTYNE, Auditor..... { 821-17th St.,
H. M. FISHER, General Freight Agent..... { Denver, Colo.
Miles of road operated, 31.53; gauge, 4 ft. 8½ in. Locomotives, 2; passenger equipment, combination coach, 1.
Freight cars owned are not employed in Commercial Service.
FREIGHT CONNECTIONS AND JUNCTION POINTS.
Denver & Rio Grande Western—Blanca, Colo. *July, 1939.*

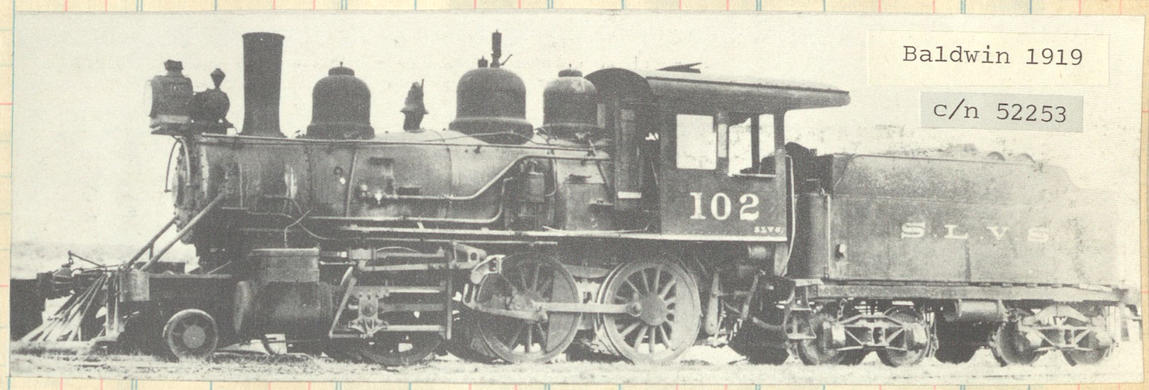
Am	Sold	Amount



The 105 cuts across the arid terrain near Blanca, Colorado



The 106 bridges Rattlesnake Canon south of Blanca with a caboose hop. Built as D&RG #583 by Baldwin in 1890, later #683. Sold to the SLVS in 1947 and in 1962 went to the Colo RR Museum for preservation.

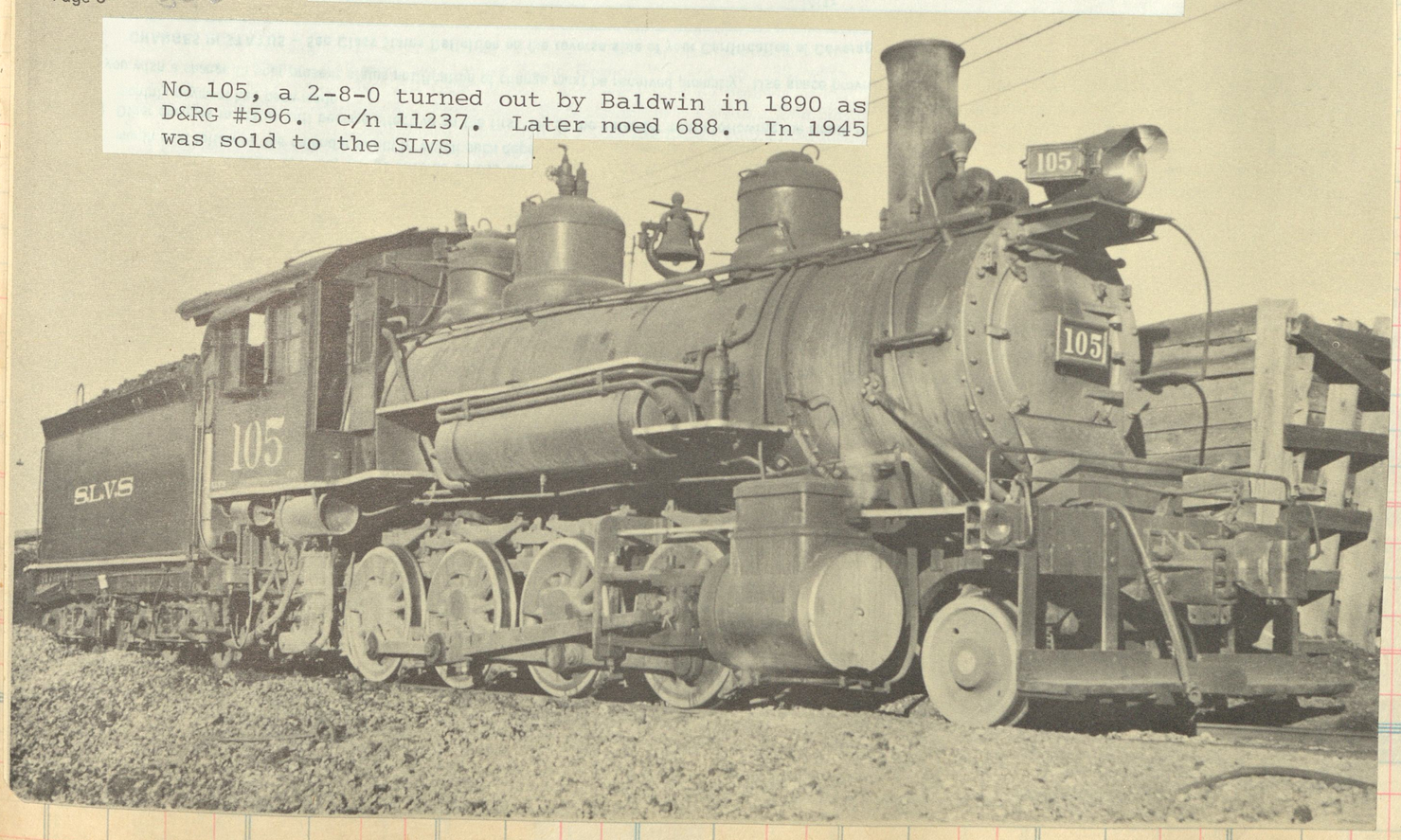


Baldwin 1919

c/n 52253

Page 6

No 105, a 2-8-0 turned out by Baldwin in 1890 as D&RG #596. c/n 11237. Later noed 688. In 1945 was sold to the SLVS

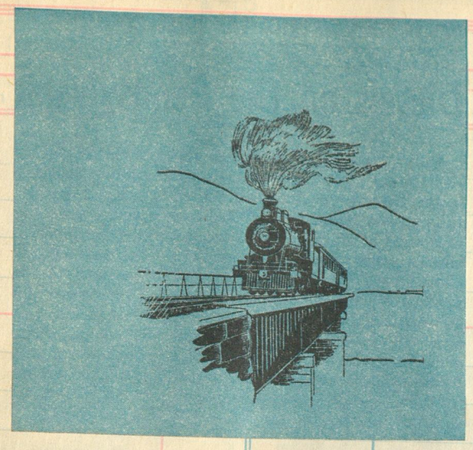


20

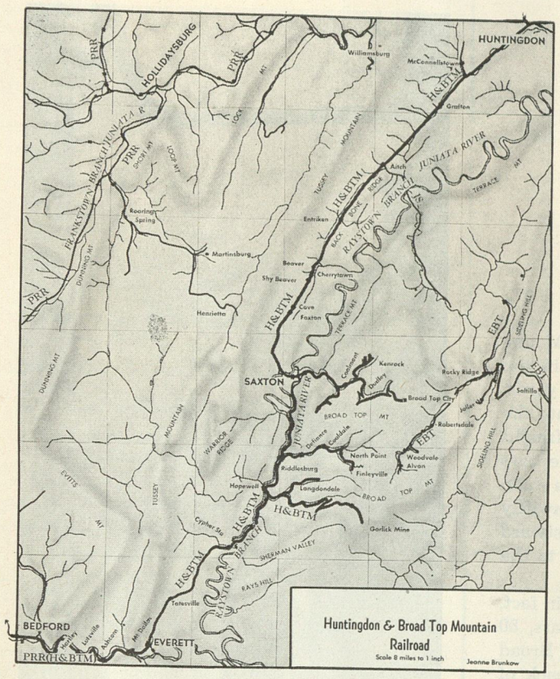
New

SELLER
DATE
FORM

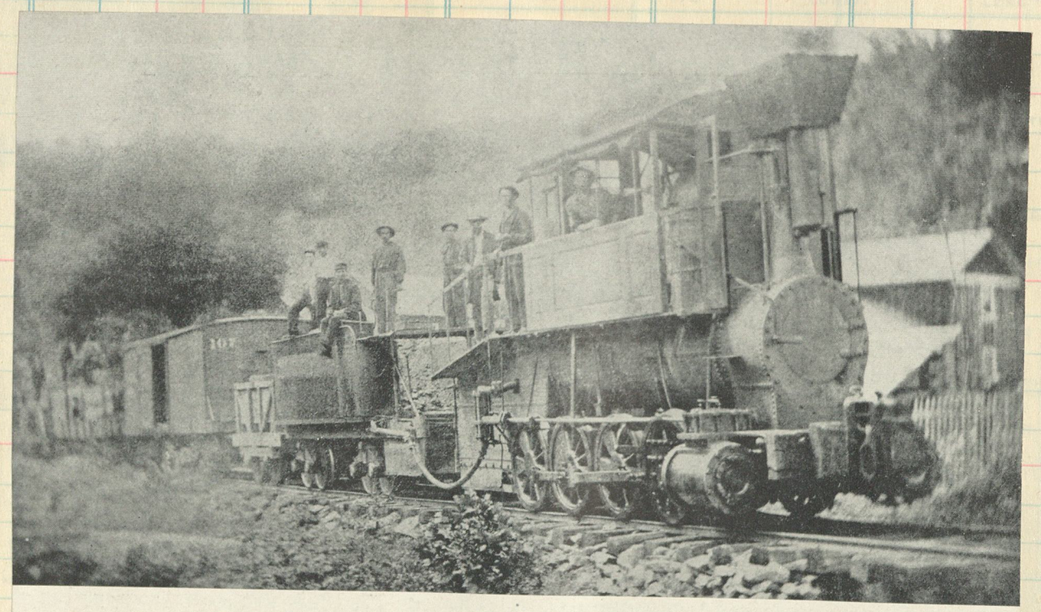
Sold



Huntingdon & Broad Top Mountain Railroad & Coal Company



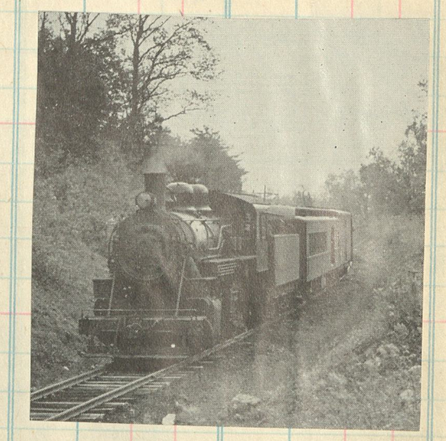
C. C. M., Rural Valley, Pa.—The Huntingdon & Broad Top Mountain RR, which runs between Huntingdon and Bedford, Pa., 52 miles (it has 74 miles of track with branches) was incorporated in 1852 and consolidated with the Bedford RR in 1864. Road and equipment are now valued at $7,452,368; total assets are $7,663,336. Its operating ratio was about 135% during the last two years, and in 1933 alone it ran up $93,348 deficit after all charges. It has 15 locomotives (one of which is gas-electric), 472 freight, 9 passenger and 20 miscellaneous cars.



The Tuscarora, *Engine Number 1 on the Huntingdon and Broad Top Mountain Railroad. This* Camel *locomotive, built by Ross Winans of Baltimore, was in service on the Broad Top during the 60's. The boiler exploded at Coaldale, Pa., on September 11, 1868, killing four men. The illustration is from a photograph taken shortly before that date. The locomotive was repaired, but nothing is known of its subsequent history except that it disappeared from the Broad Top about 1870.*

Among weed-grown mountain scenery Train 3, northbound to Huntingdon, takes the siding↑ to allow a 10-car freight to make the hill. Freight engine is a 2-8-0.

Train No 2 at Saxton



LES AT

Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Note
Eng 30 scrapped 1947
Eng 30 — last train
made last trip to scrap
dealer at Reading Pa
on Oct 11, 1947

Clos. No. | Sold | Sold | Amount

FOR SALE

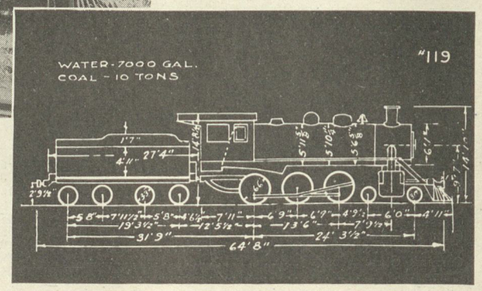
THIS LOCOMOTIVE, RECENTLY REMOVED FROM SERVICE—OFFERED SUBJECT TO PRIOR DISPOSITION AND GOVERNMENT REGULATION

Inspection at present location
WILLIAMSPORT, PA.

AVAILABLE IMMEDIATELY

OVERHAULED AND GUARANTEED

MEETS ALL I. C. C. REQUIREMENTS



Specifications

Make . . . . . BALDWIN

Built 1921

Cylinders—21″ dia., 26″ stroke
Total Weight—Engine Load—175,000 lbs.
Total Weight—Engine & Tender—312,000 lbs.
Weight Tender Loaded—137,000 lbs.
Total Wheel Base—Engine & Tender—56′ ½″
Total Length—Engine & Tender—64′ 3½″
Weight on Drivers—132,000 lbs.
Walschart Gear

No. of Flues (Large)—30
No. of Flues (Small)—171
Heating Surface Flues—1801 sq. ft.
Total Heating Surface—1987 sq. ft.
Length Fire Box—12′ 4⅜″
Width Fire Box—5′ 6″
Boiler Pressure—190 lbs.
Super Heated
Maximum Tractive Force—28,000 lbs.

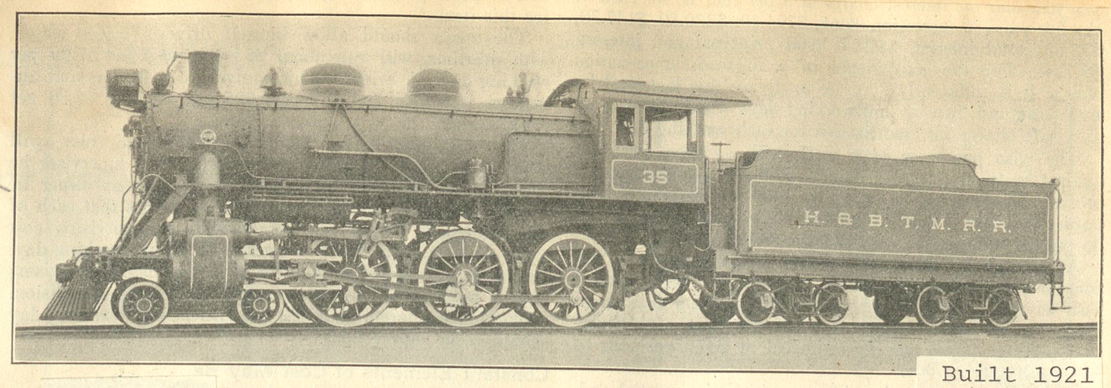
ALSO AVAILABLE MANY OTHER STEAM AND ELECTRIC LOCOMOTIVES; PASSENGER, BAGGAGE, MAIL, AND FREIGHT CARS; SNOW SWEEPERS; PILE DRIVERS; CRANES; ETC.

Send us your inquiries

DULIEN STEEL PRODUCTS, INC.
OF NEW YORK

DSP INC. ORGANIZATIONS

2280 WOOLWORTH BLDG. **NEW YORK 7, N. Y.**

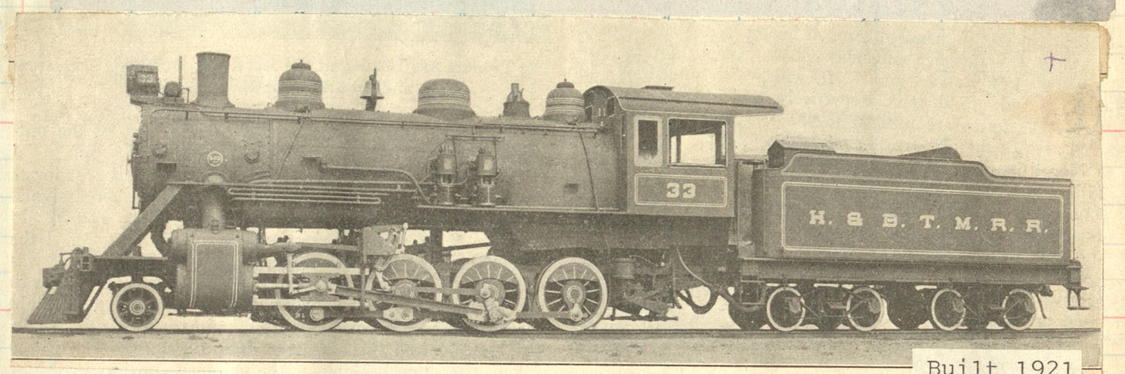


Built 1921
c/n 55031

Ten-Wheel Passenger Locomotive for Huntingdon & Broad Top Mountain

Two of these locomotives have lately been delivered by the Baldwin Locomotive Works. They are designed to make a 52-mile run on a road with 18-deg. curves and 1.86 per cent grades in two hours, making 20 intermediate stops. The locomotives weigh 175,000 lb., of which 132,000 lb. are on the drivers, have a tractive effort of 28,000 lb., cylinders 21 in. by 26 in., 66 in. drivers, boiler pressure 190 lb., evaporative heating surface 1,987 sq. ft., superheating surface 489 sq. ft. and grade area 42.5 sq. ft.

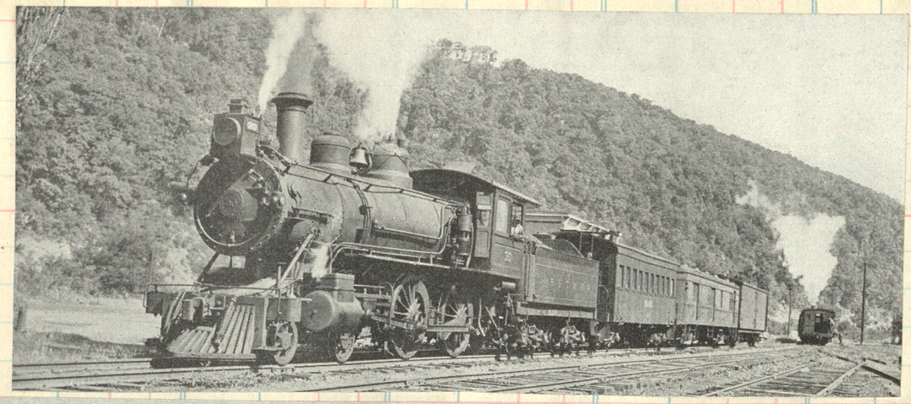
↑ Sold to the Susquehanna & New York in 1934 and noed 119. Handled the last scheduled run on the S&NY May 23, 1942. Resold to the Clarion River Ry.

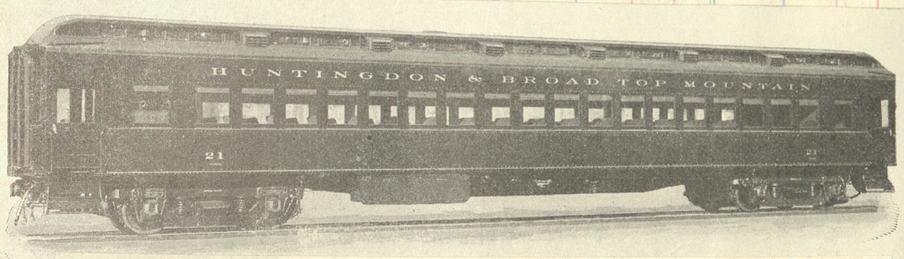


Built 1921
c/n 54696

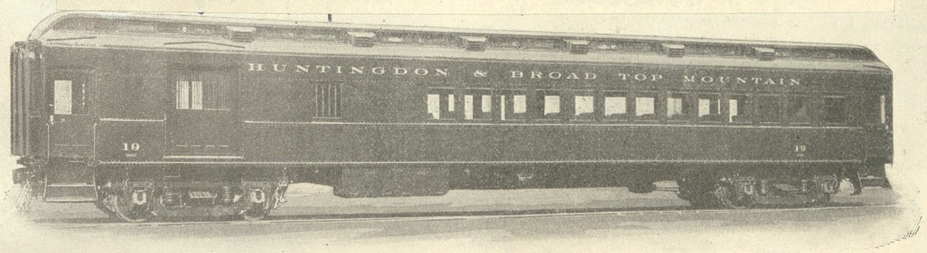
Consolidation Freight Locomotive for Huntingdon and Broad Top Mountain

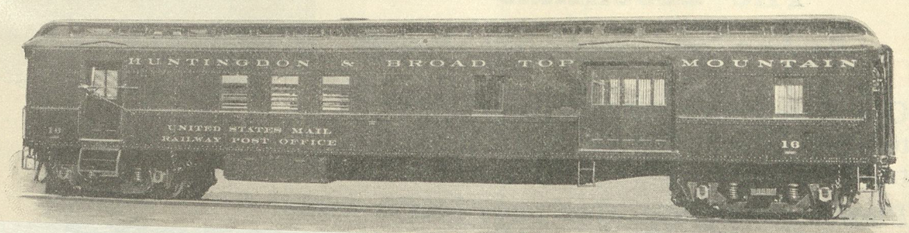
Two of these locomotives have lately been delivered by the Baldwin Locomotive Works. They are designed for coal traffic in western Pennsylvania on a road having 18-deg. curves, 1.86 per cent grades and 85-lb. rails. The locomotives weigh 190,700 lb., of which 170,100 lb. are on the drivers, have a tractive effort of 40,600 lb., cylinders 22 in. by 28 in., 51 in. drivers, boiler pressure 190 lb., evaporative heating surface 2,237 sq. ft., superheating surface 503 sq. ft. and grade area 46.7 sq. ft.

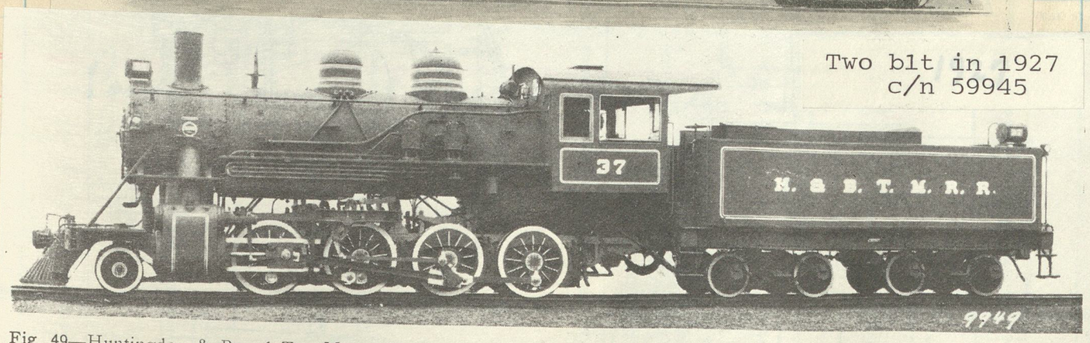




Passenger equipment built by Bethlehem in 1923







Two blt in 1927
c/n 59945

Fig. 49—Huntingdon & Broad Top Mountain 2-8-0 (Consolidation) Type Locomotive for Freight Service. Built by The Baldwin Locomotive Works.

Cylinders, diameter and stroke	21 in. x 26 in.	Driving wheel base	15 ft. 3 in.
Tractive force	36,300 lb.	Total engine wheel base	23 ft. 4 in.
Cylinder horsepower (Cole)	1,509 hp.	Fuel	Soft coal
Drivers, diameter	51 in.	Grate area	35.1 sq. ft.
Weight on drivers	144,680 lb.	Steam pressure	190 lb.
Weight on front truck	19,050 lb.	Evaporative heating surface	1,763 sq. ft.
Total weight of engine	163,730 lb.	Superheating surface	397 sq. ft.
Weight of tender	123,470 lb.	Tender capacity	6,000 gal., 10 tons

22

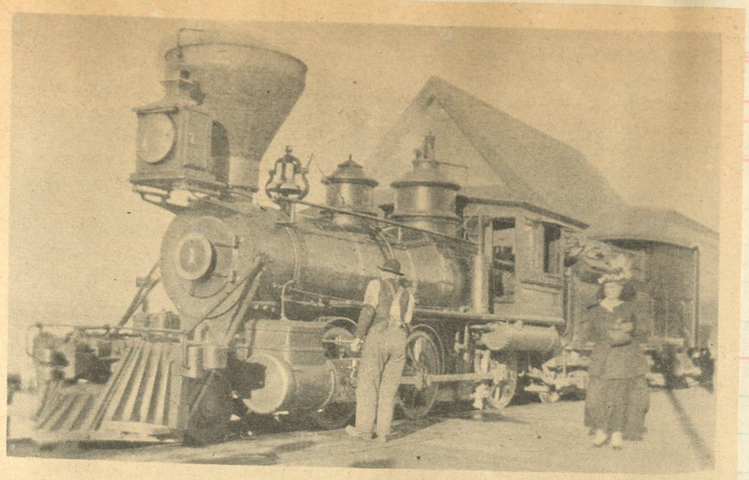
LAKE TAHOE RAILWAY & TRANSPORTATION

SELLER
DATE
FORM

Clos. No

Amount | Clos. No. | Sold | Amount

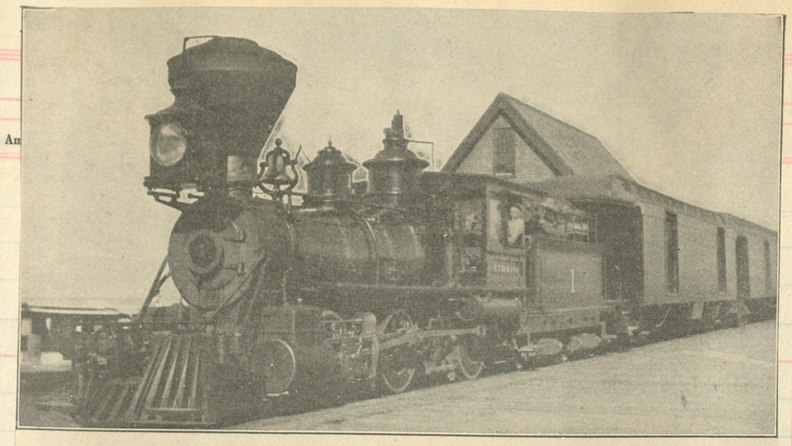
W. J. B., Beverly Hills, Calif.—The Lake Tahoe Ry. & Transportation Co. was chartered in 1898, opened in 1899 from Truckee to Tahoe, Calif., 16 miles. In 1912 it had 4 locomotives, 80 cars and 4 steamers on Lake Tahoe. It was leased by the Southern Pacific in 1925 for 99 years. See page 68 of our July, 1933, issue



Allston Railroad Photographs

NARROW GAUGE ENGINE DID ITS WORK WELL

Engine 1, a Mogul type, belonged to Lake Tahoe Railway & Transportation Company, now part of Southern Pacific System. Track was a 3-foot gauge. Locomotive and cars photographed upon arrival at Lake Tahoe.

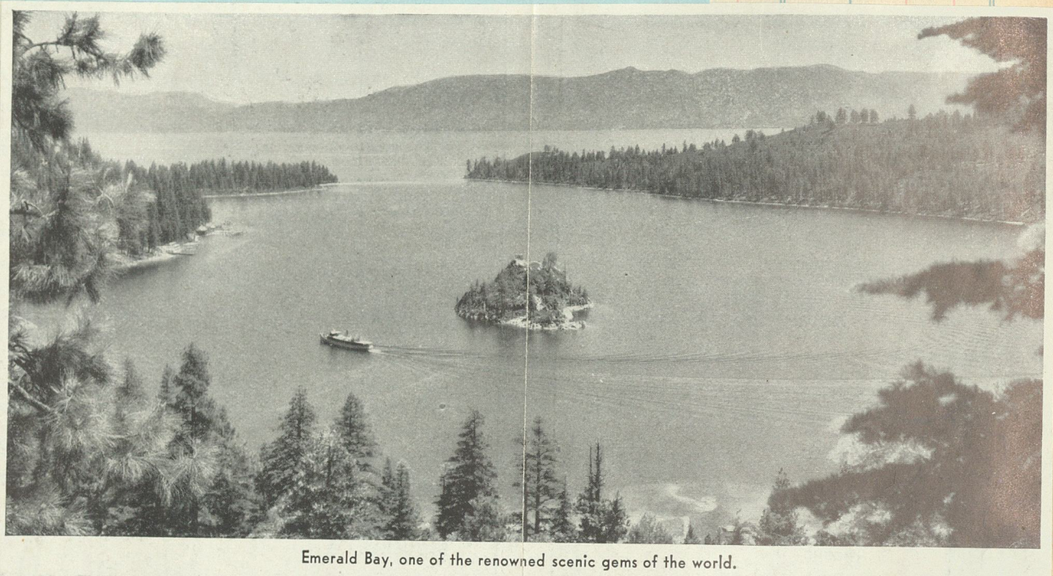


A Mogul built in 1875, and in operation today by the Lake Tahoe Railway and Transportation Co., California.

#1, a sturdy little Mogul, built by Baldwin in 1875 c/n 3712 as #2 for the Carson & Tahoe Fluming & Lbr Co. Purchased by LTR&T on Jan 31, 1899

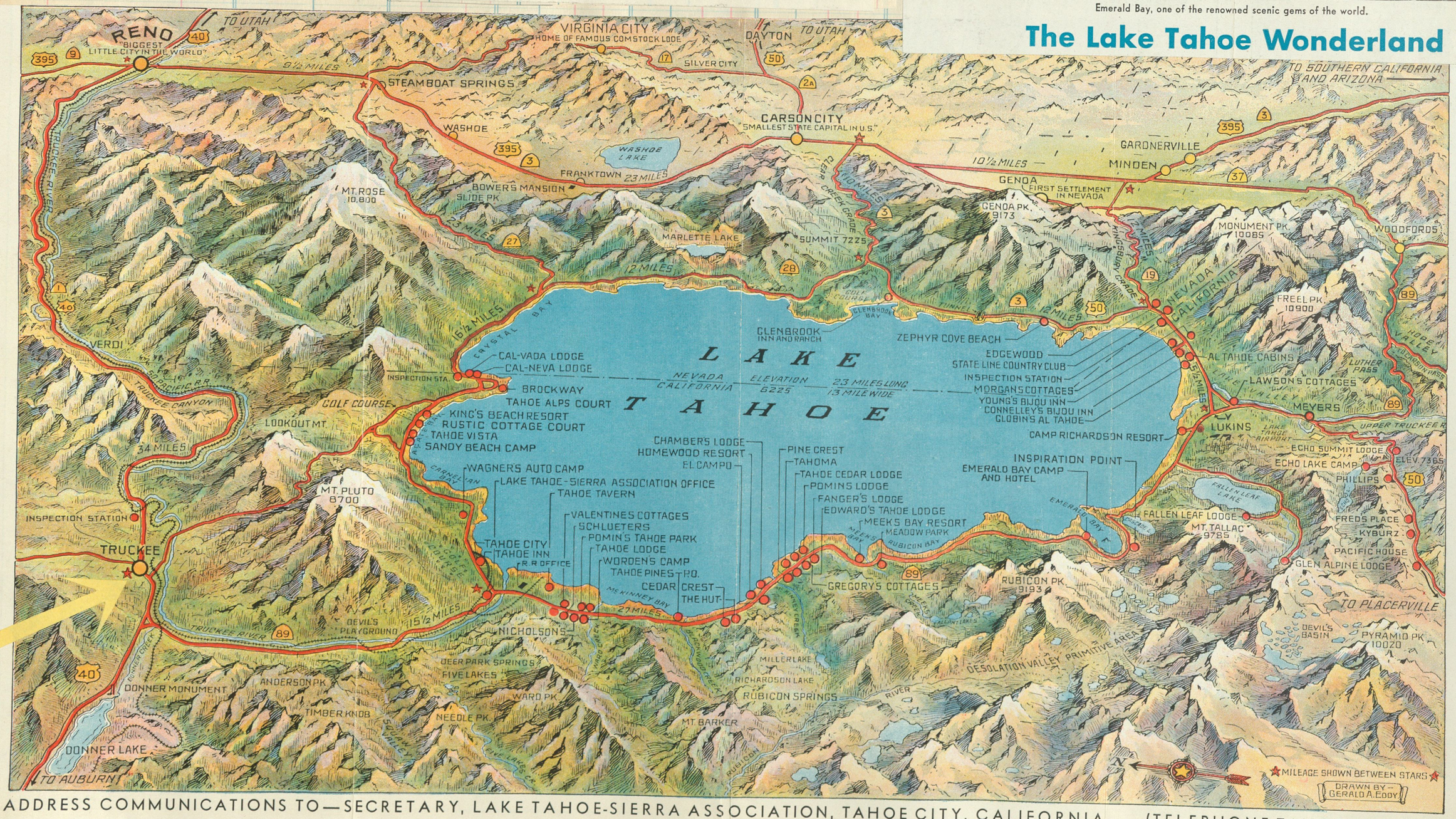
elic of a former age at Lake Tahoe—balloon stack, pump, brass-bande jacket, an' everything.

This little Baldwin was built in 1877 for the South Pacific Coast as their #5 (c/n 4222) Sold to LTR&T, same no, Nov 1906. Foto gift of Mr. W. A. Silverthorn



Emerald Bay, one of the renowned scenic gems of the world.

The Lake Tahoe Wonderland

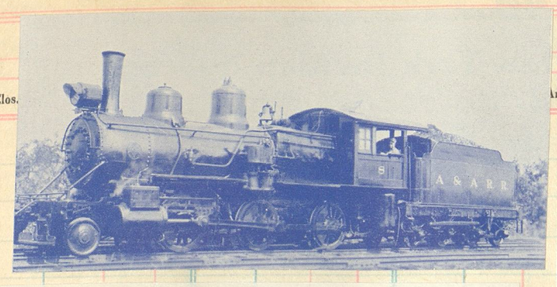


ADDRESS COMMUNICATIONS TO—SECRETARY, LAKE TAHOE-SIERRA ASSOCIATION, TAHOE CITY, CALIFORNIA (TELEPHONE TAHOE CITY 330)

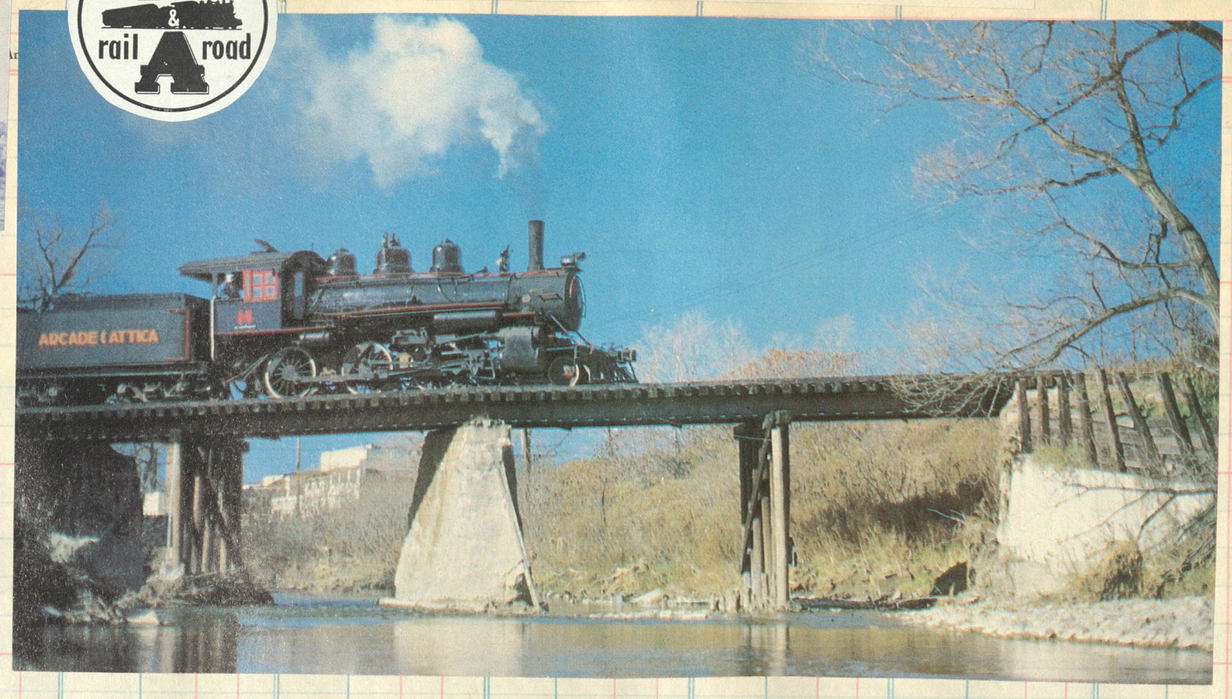
Arcade & Attica

NYCS
A P A-46

4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.



This old girl really got around! Built by Baldwin (c/n 14058) in 1894 for the A.T.& S.F. Refused and returned to BLW. Sold to the T.H.& B. as their #23 in 1895. In October 1917 sold to A.& A. as #8

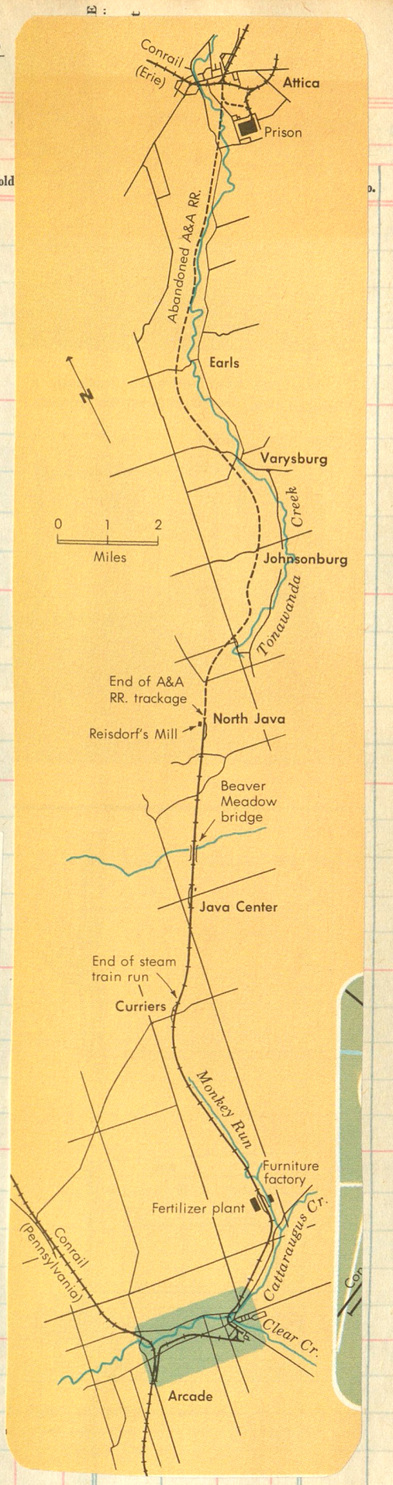


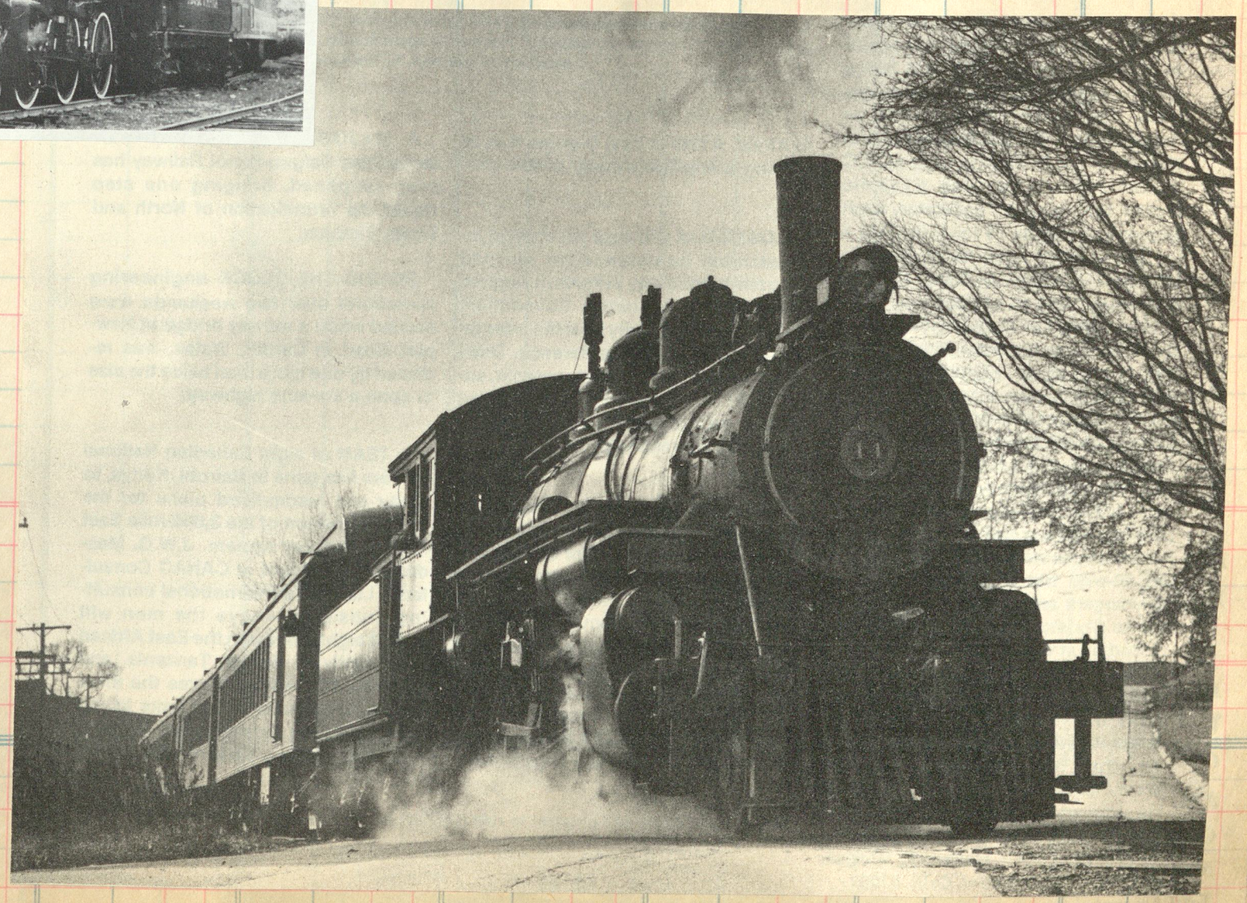
HOLSTEINS scurry as a special double-header of Arcade & Attica Railroad, Arcade, N. Y., whistles by on June 25, 1967. In the lead is 4-6-0 No. 14 (Baldwin 1917) followed by 2-8-0 No. 18 (Alco 1920) and ex-Lackawanna vestibule commuter coaches.

Carl H. Stumer

10 wheeler #14
ex E & L S #14
Baldwin 1917

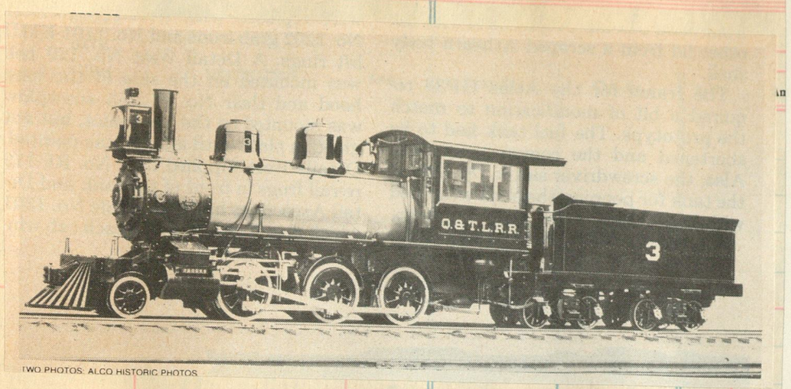
45083
See Pg 120





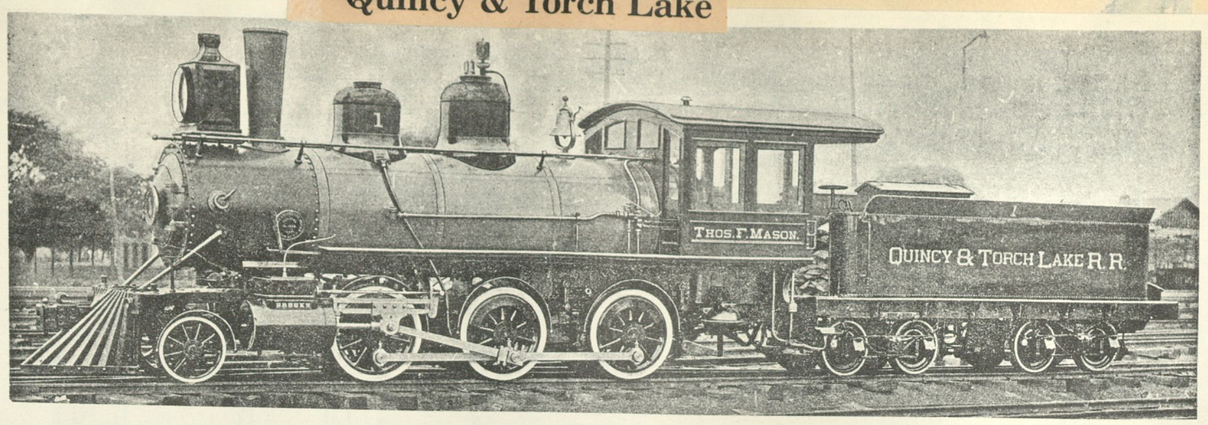
New Y

AT



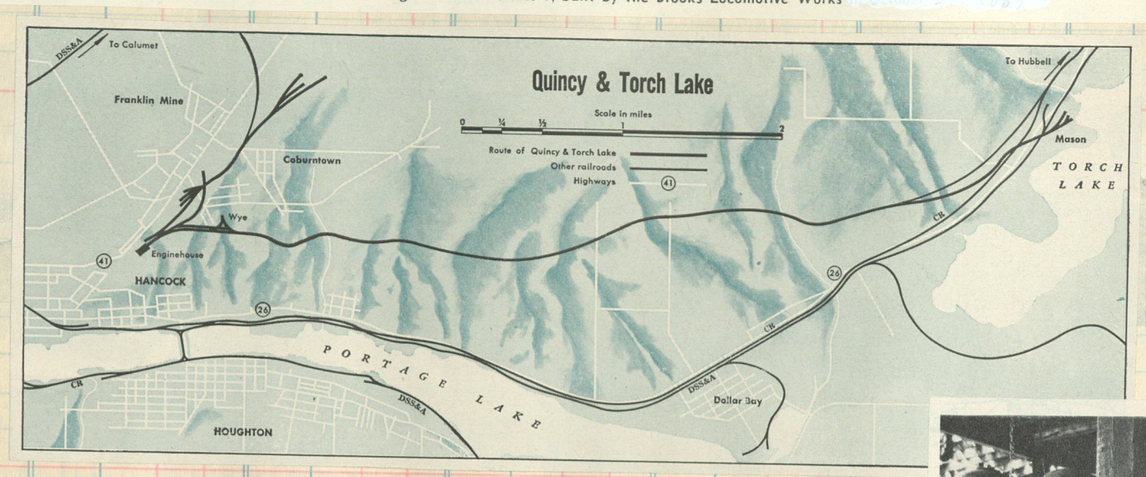
TWO PHOTOS: ALCO HISTORIC PHOTOS

Quincy & Torch Lake



Quincy & Torch Lake freight locomotive No. 1, built by the Brooks Locomotive Works [illegible]

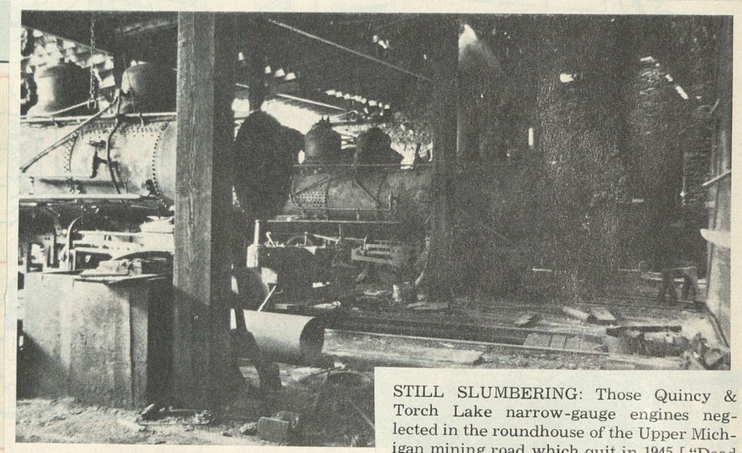
Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



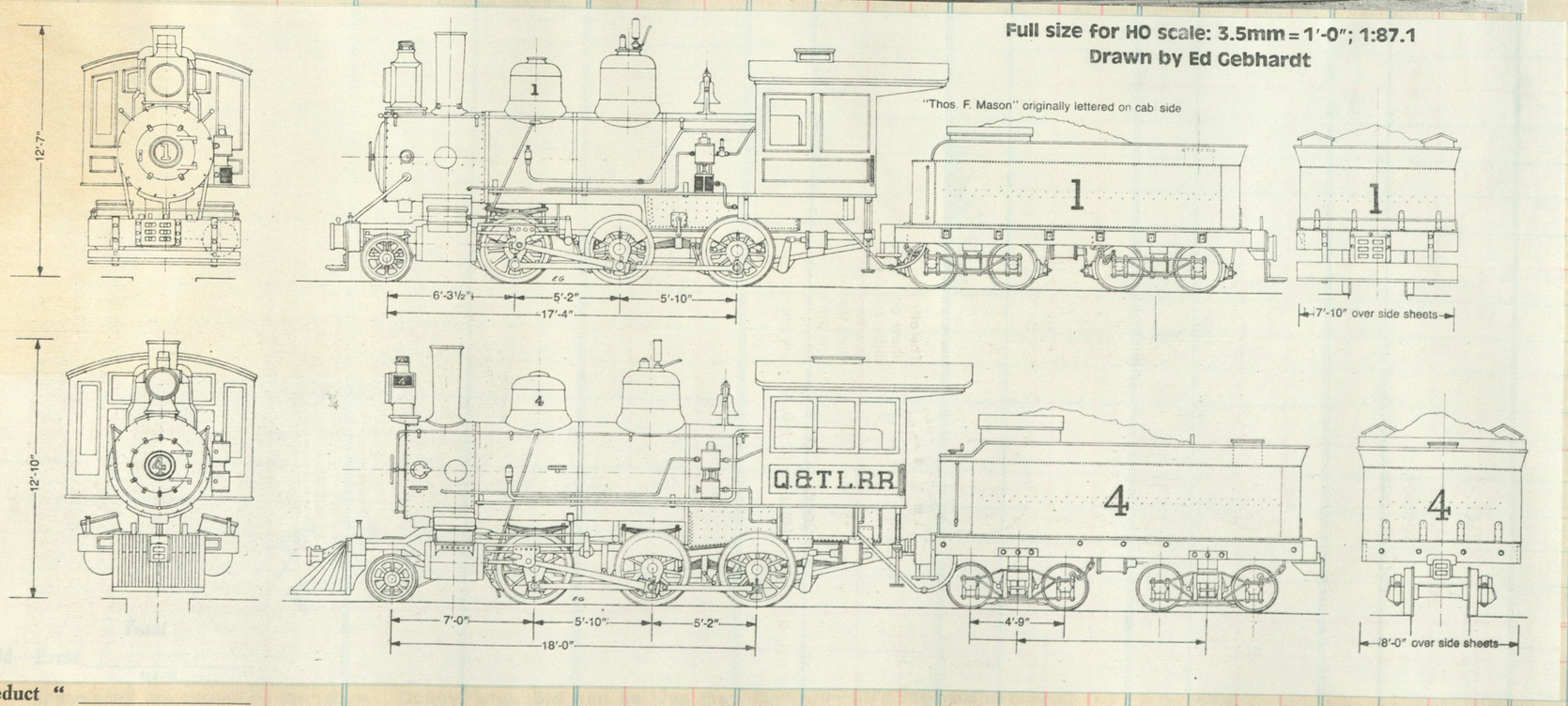
BY BALDWIN AND BROOKS

Road no.	Builder†	Date	Builder no.	Type	Cyls. (in.)	Driv. (in.)	Remarks
1*	Br	1889	1535	2-6-0	15x20	42	Purchased new; originally named *Thomas Mason.*
2	Br	1889	1577	2-6-0	15x20	42	Purchased new; scrapped.
3*	Br	1894	2475	2-6-0	17x22	44	Purchased new.
4	Br	1890	3639	2-6-0	17x22	44	Purchased new; scrapped.
5*	Ba	1891	11534	2-8-0	16x20	37	Ex-Hancock & Calumet 7, named *Opeechee* on H&C; bought by Q&TL in 1908.
6*	Ba	NA	NA	2-8-0	NA	NA	Engine is heaviest owned by company, has outside frames.

*Still in existence. †Br — Brooks; Ba — Baldwin.



STILL SLUMBERING: Those Quincy & Torch Lake narrow-gauge engines neglected in the roundhouse of the Upper Michigan mining road which quit in 1945 ["Dead but Not Buried," pages 40-41, January 1960 TRAINS] still were there in August 1974.



Deduct " _____
DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

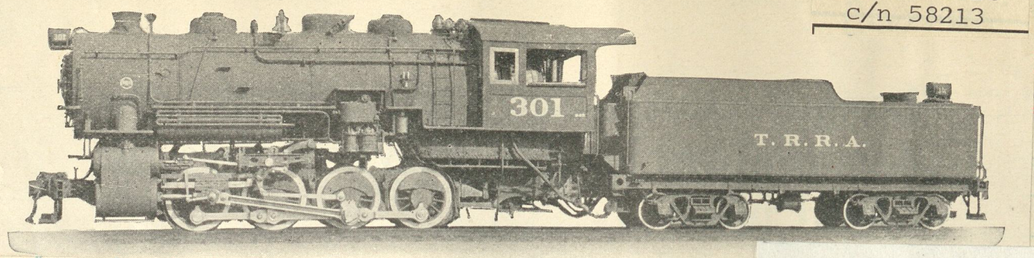
Agent's Signature

Cash to next Seller

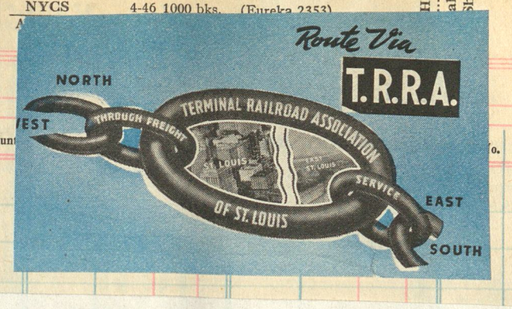
Next Seller's Signature

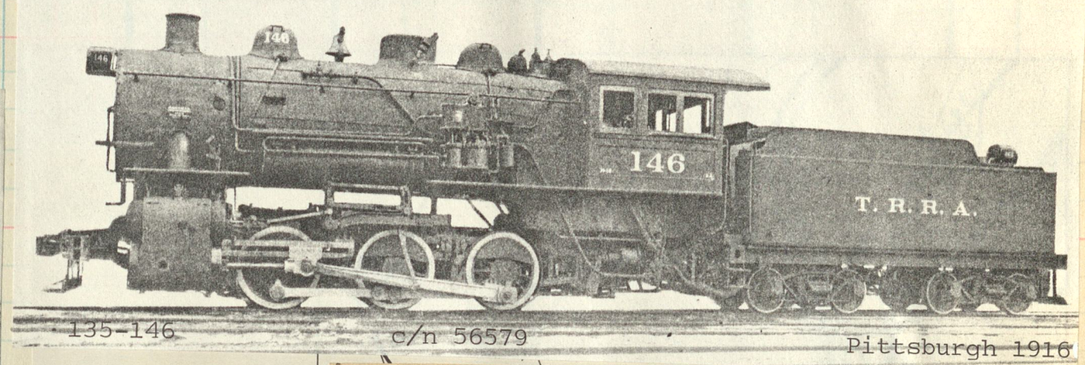
Total Accounted for

Terminal Railroad Association of St. Louis

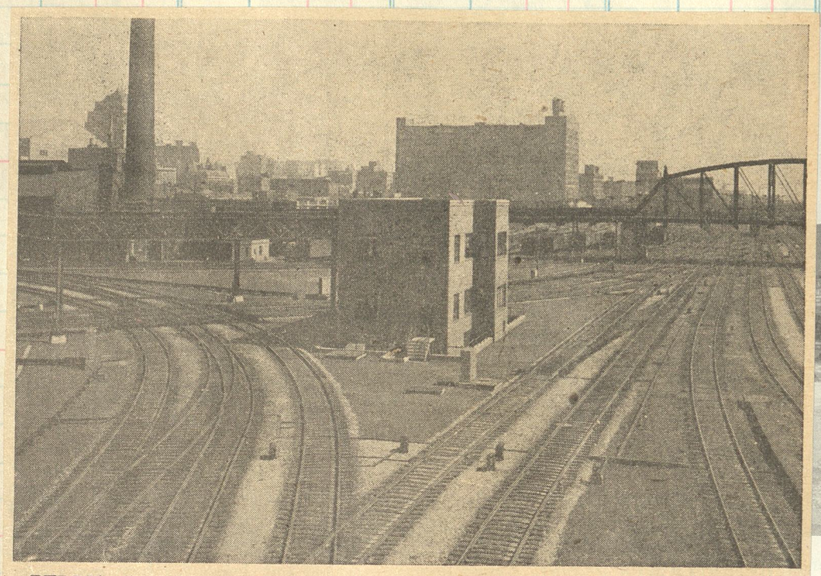


Baldwin 1925
c/n 58213

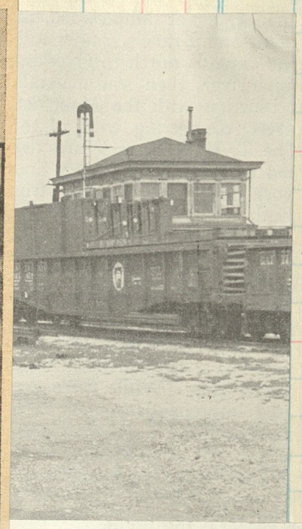




135-146 c/n 56579 Pittsburgh 1916

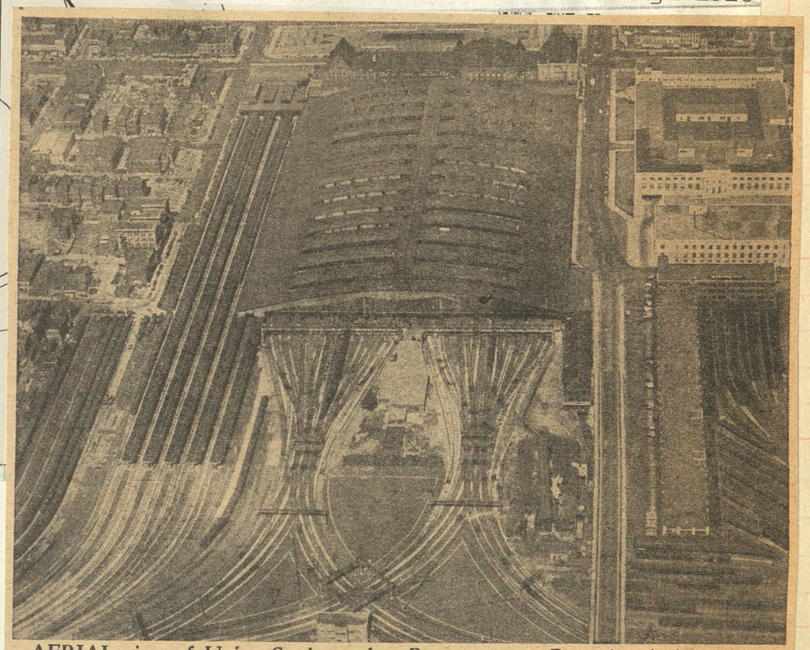


PERRY, chief of the sixteen interlocking towers, acts as brain center for iron ganglia branching throughout the Terminal yards

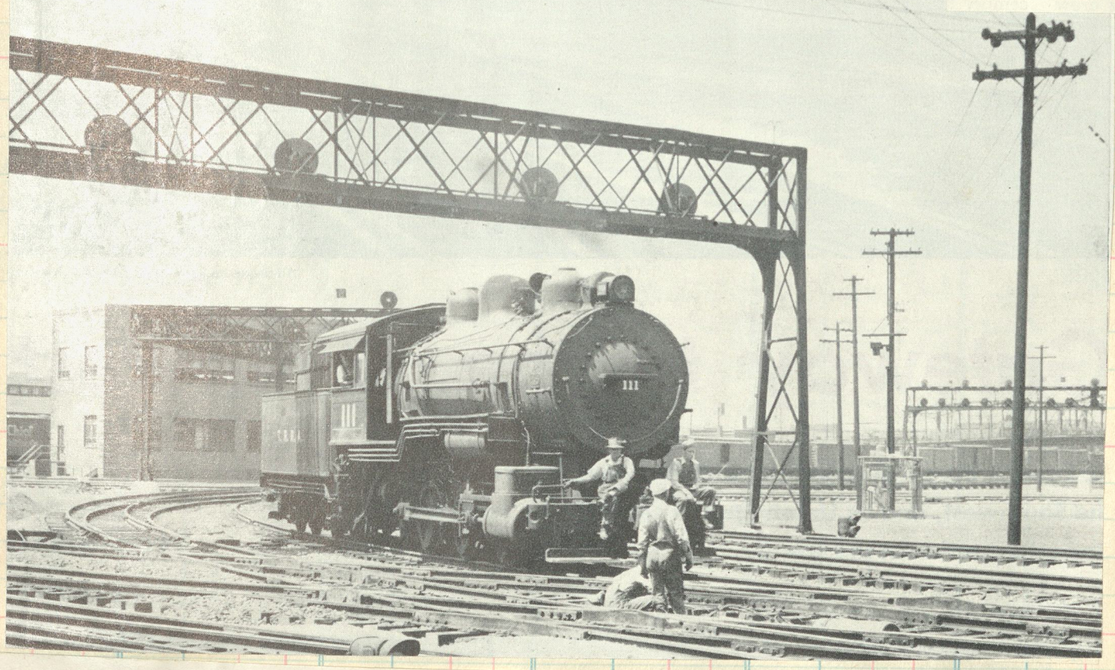


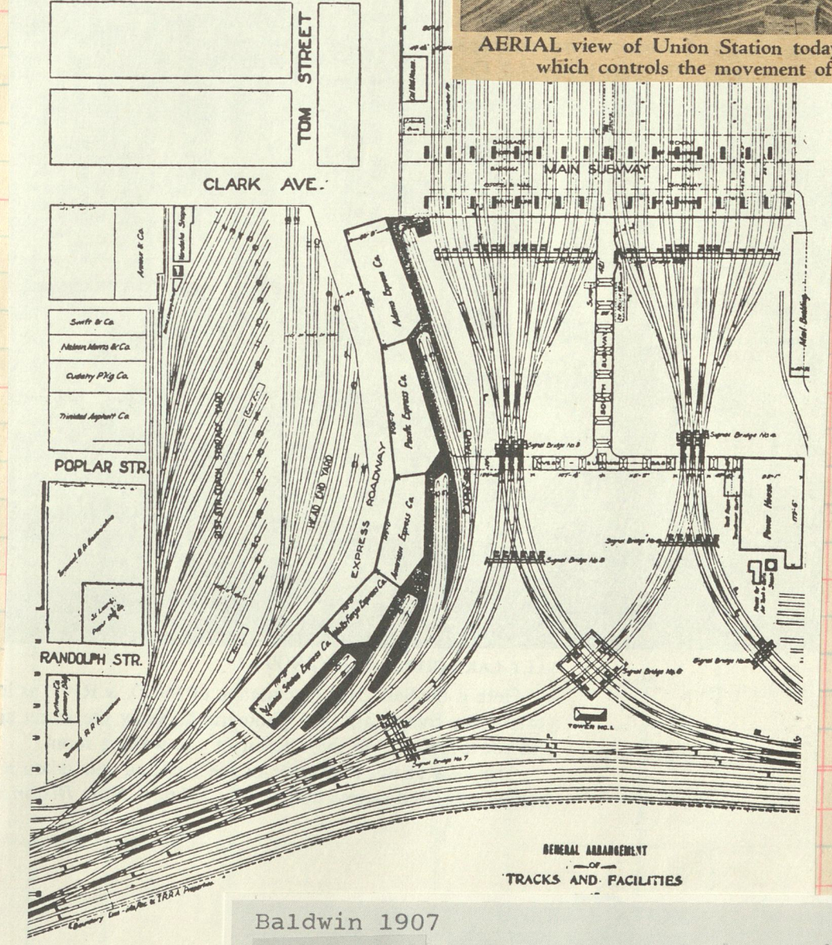
The T.R.R.A. Operates Some 400 Miles of Trackage in the St. Louis Area

★ 18 trunk railroads serve St. Louis, the second most important rail center in North America.

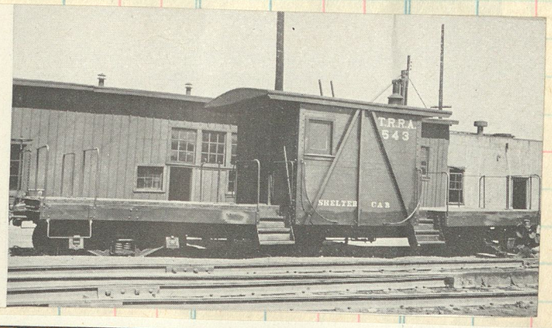


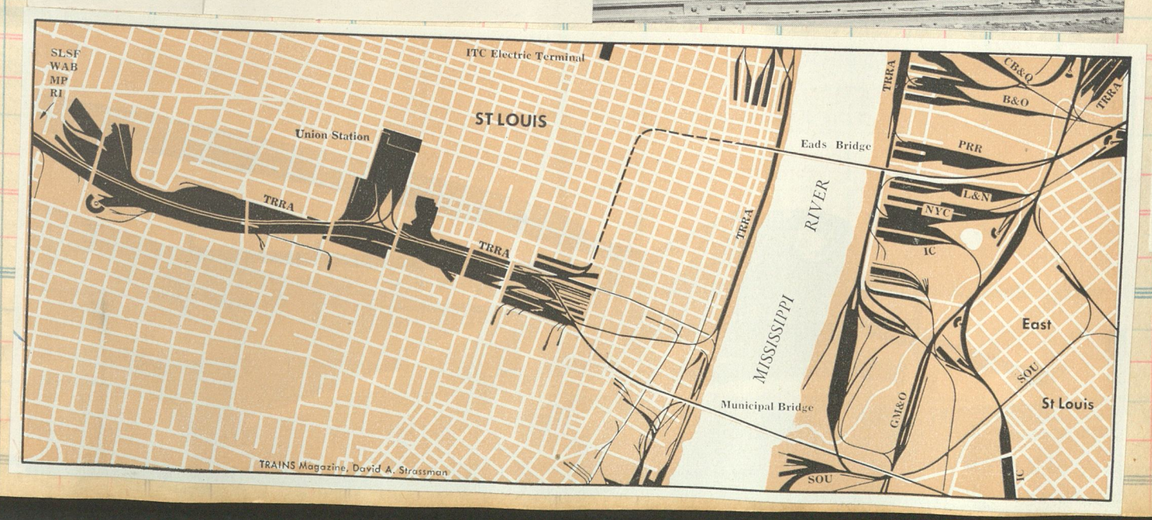
AERIAL view of Union Station today. Bottom center: Perry interlocking tower, which controls the movement of all trains entering or leaving station



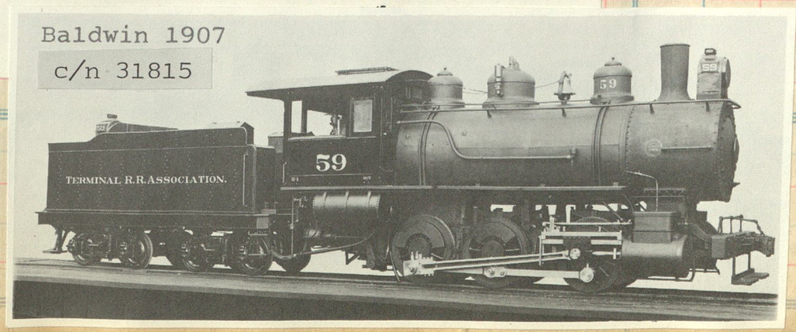


The Terminal Railroad Association of St. Louis calls these highly individual cabooses with extra long platforms at either end "shelter cars." In reality they are cabins built on old flat cars. C. W. Witbeck photograph.





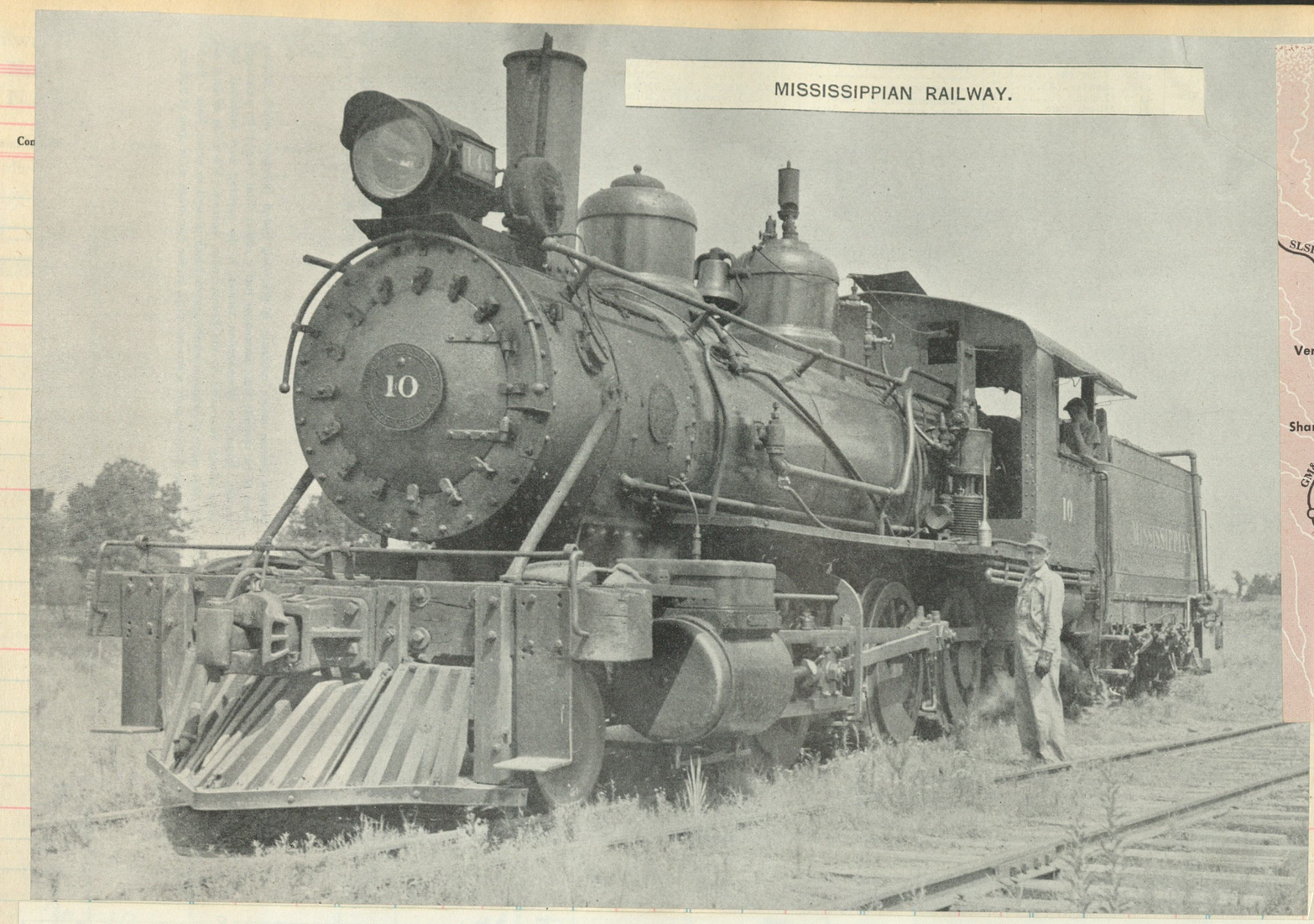
Baldwin 1907
c/n 31815

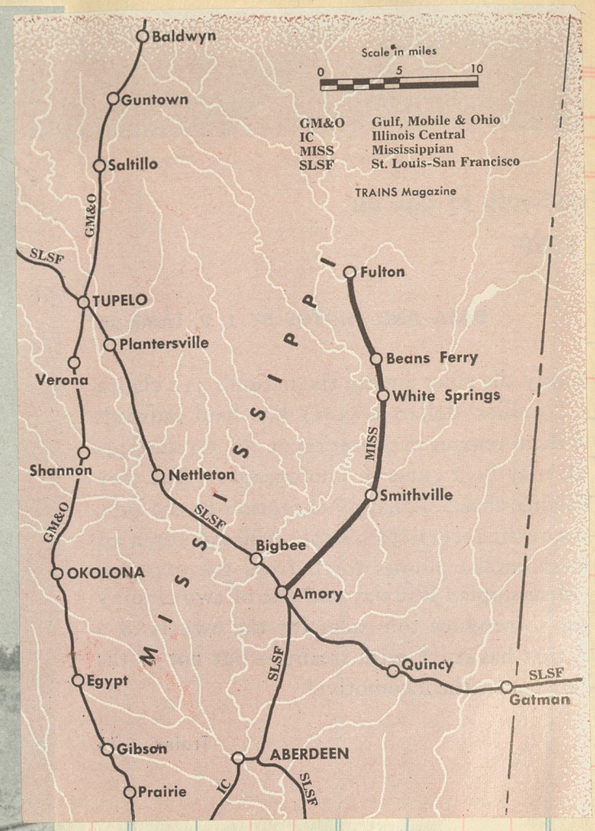


26

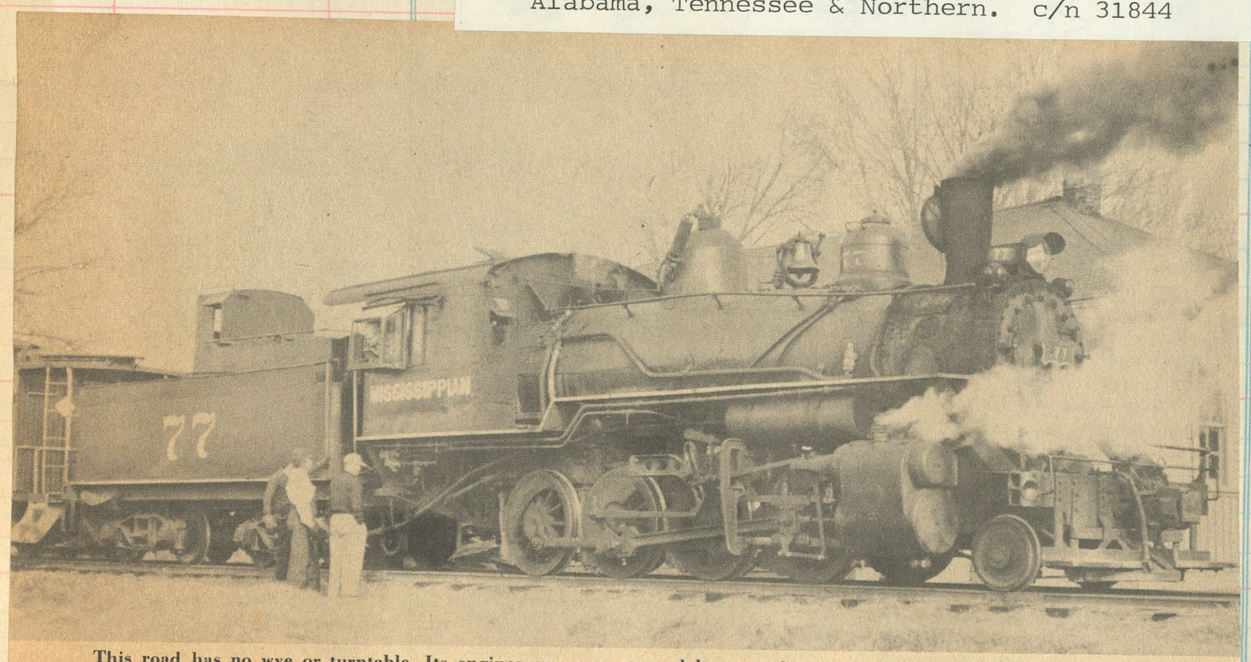
SELLER
DATE
FORM | DESTINATION | Amt. | Con

Mississippian Ry inc in 1923 + completed 1924 - 24 miles along the Tombigbee River





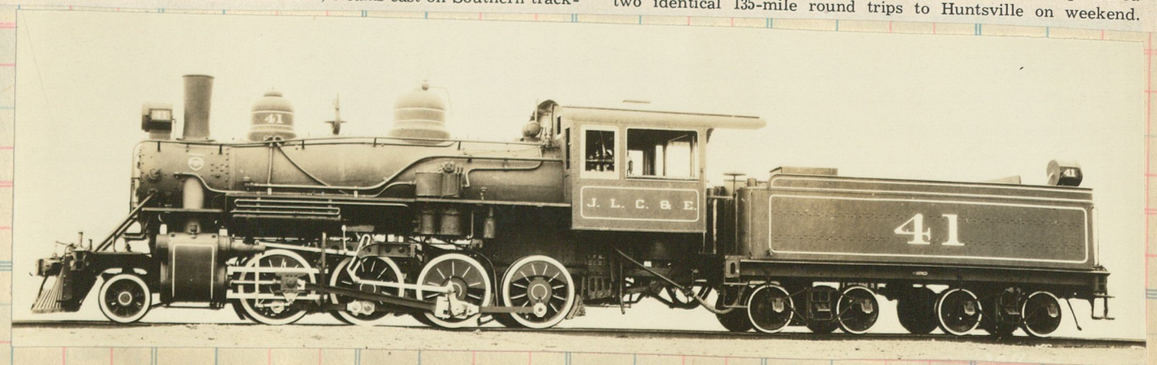
#10, a Mogul, is one of two engines on the Mississippian. Built in 1907 by Baldwin for the Alabama, Tennessee & Northern. c/n 31844



This road has no wye or turntable. Its engines are never turned but are always pointed south while backing up from Amory, the interchange point, to Fulton.
Collection of H. K. Vollrath (L&A train dispr.), 2524 Meriwether Rd., Shreveport, La.

FORMER Mississippian Railway 2-8-0 77, a 1920 Baldwin restored by North Alabama Railroad Club, steams east on Southern trackage out of Sheffield, Ala., on May 16, 1971. Club and SR sponsored two identical 135-mile round trips to Huntsville on weekend.
William J. Husa Jr.

Total
Add—Error _____ DATE
Deduct " _____ DATE
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for



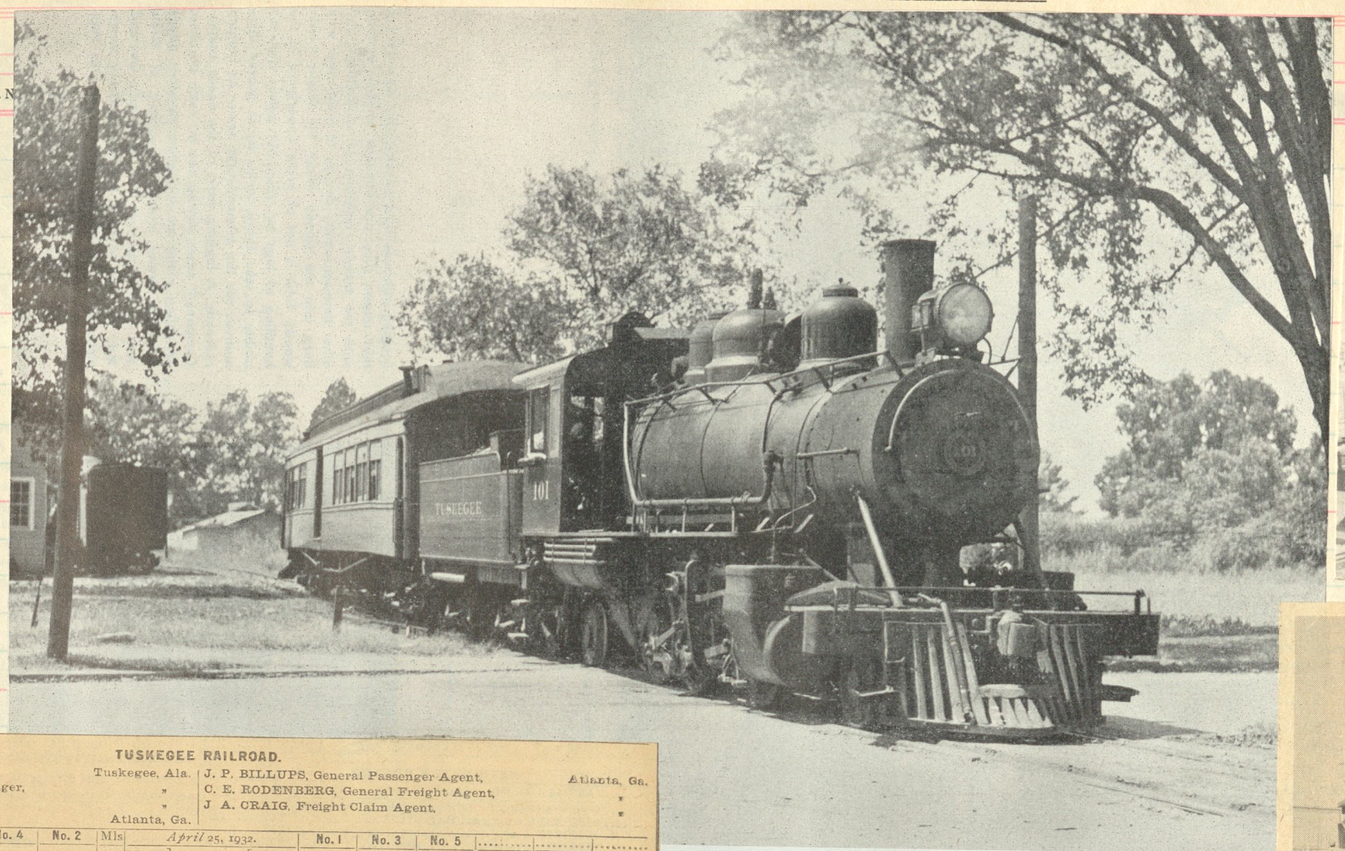
Jonesboro, Lake City & Eastern #41 as she came out of the Baldwin Plant in 1920. Road was taken over by the Frisco and renoed 77. Later sold to the Mississippian #77 c/n 54266

NYCS
A P A-46

4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

CUT HERE To Make Short Sheet

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. N



TUSKEGEE RAILROAD.

W. G. MITCHELL, President, Tuskegee, Ala. | J. P. BILLUPS, General Passenger Agent, Atlanta, Ga.
WILSON RUNNETTE, General Manager, " | C. E. RODENBERG, General Freight Agent, "
D. M. McMILLAN, Master Mechanic, " | J. A. CRAIG, Freight Claim Agent, "
E. C. BECKER, Auditor, Atlanta, Ga.

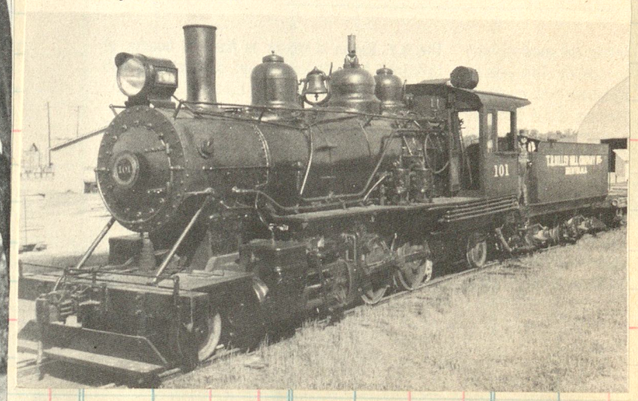
April 25, 1932.

No. 6	No. 4	No. 2	Mls	LEAVE	ARRIVE	No. 1	No. 3	No. 5
†7 26 P M	†1208 P M	*9 50 A M	0	†.....Chehaw.....		950 A M	12 00 Noon	726 P M
746 "	12 38 "	10 26 "	5	†.....Tuskegee.....		910 "	11 25 A M	650 "
756 P M	12 48 P M	10 36 A M	....	arr. Tuskegee Institute . lve.		*900 A M	†11 15 A M	†620 P M
				(Extension of 6 miles building)				

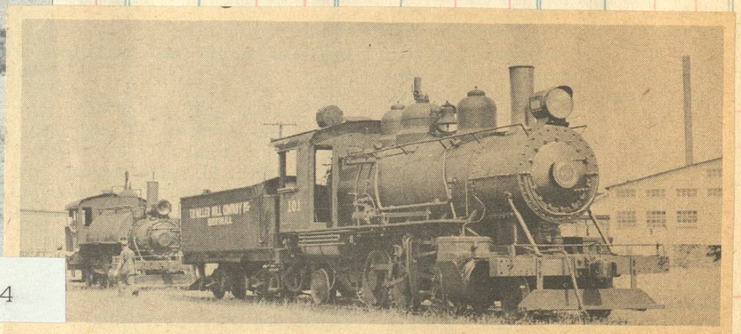
CONNECTION.—At Chehaw—With Western Ry. of Alabama.

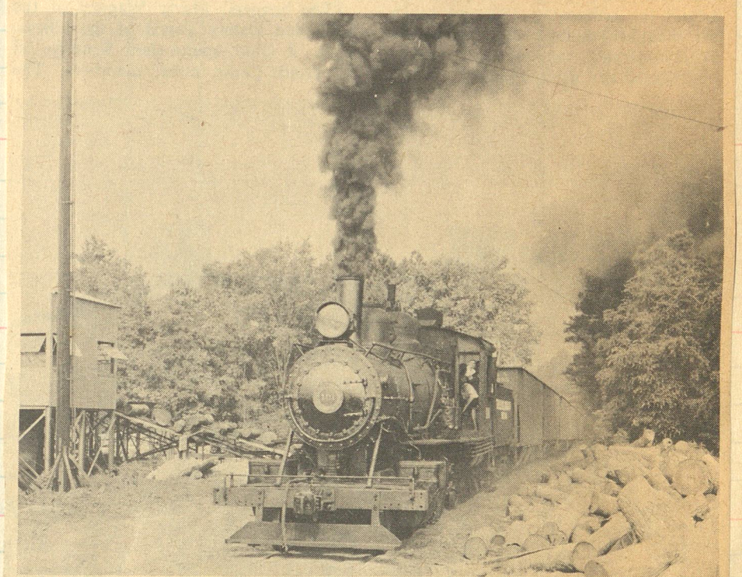
When Railway & Locomotive Historical Society visit Illinois Ry. Museum at Union, on May 3, during annual meeting, Prairie No. 101 ex-Tuskegee, ex-T. R. Miller Co.) will have honors pulling their train. R&LHS will hold their 54th meeting in Chicago, first time in Midwest, May 2nd thru 4th.

Amount



2-6-2 c/n 58057 Baldwin 1924

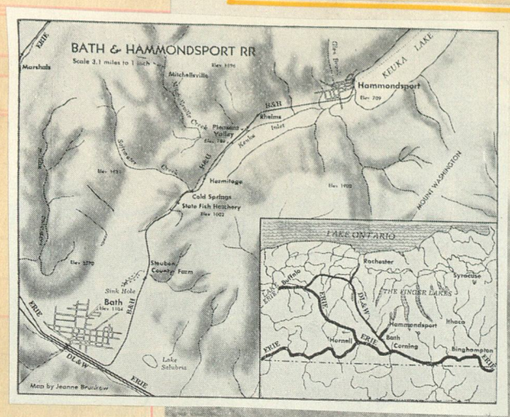


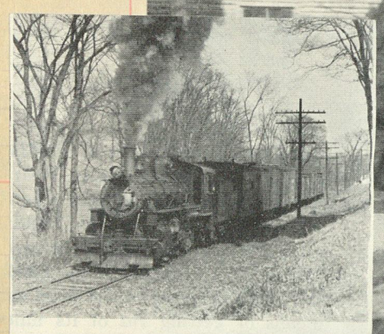


Brewton, Ala.: No. 101, the T. R. Miller Mill Company's 2-6-2, gallops out of the woods with load of gons on movie and tape-recording run staged for visiting railfans, press, TV, and radio. The company operated its two steamers on that occasion, the other one being No. 12, a 35-ton 2-4-2 built by Baldwin in 1904.

28

BATH AND HAMMONDSPORT RAILROAD COMPANY.

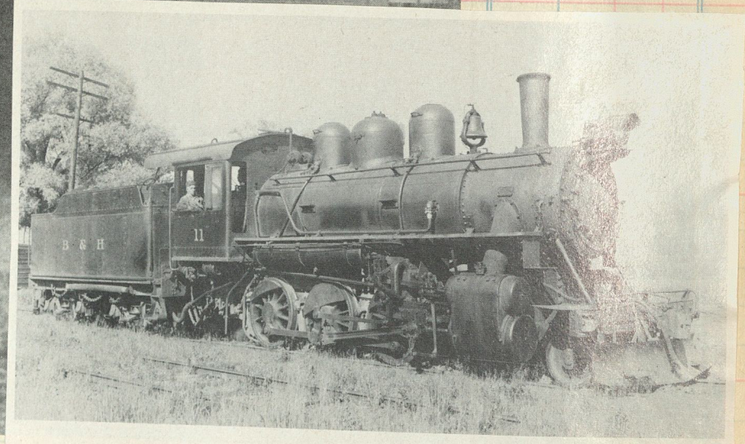




No. 11 takes a heavy (for her) drag up a rural hill near the State Fish Hatchery.

The B&H uses Erie facilities (including the water tank) at Bath. Part of express on truck will go to Hammondsport.

Once a full-fledged narrow gauge, the 9-mile Bath & Hammondsport is more famous for carriage of rare vintage wines to its Bath, N. Y., tieup with the Erie. Here its sole engine, Mogul No. 11, chuffs away from Rheims.



THIS 1920 Alco (Cooke) 2-6-0, construction No. 62635, stayed home, working successively for Narragansett Pier, Bath & Hammondsport, Rail City Museum, and NP again before purchase in 1982 by Middletown & New Jersey as diesel standby.

Clos. No.	Sold	Amount

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold

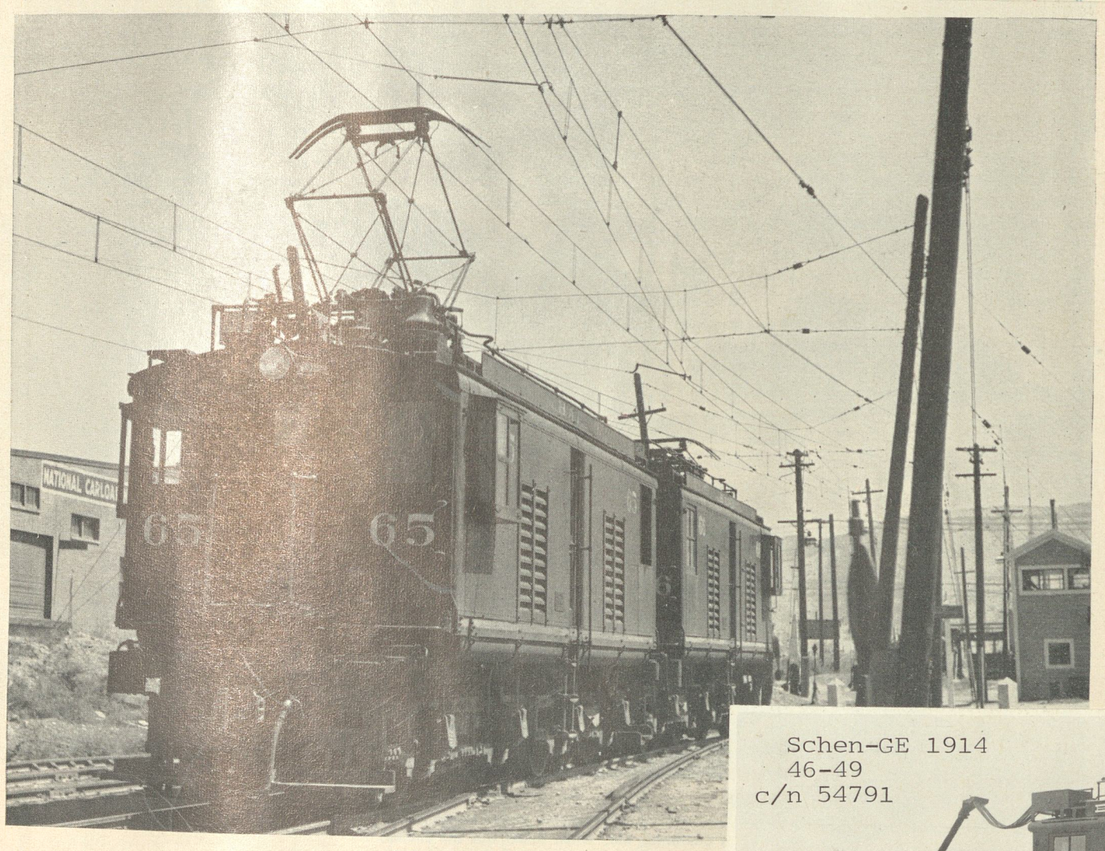
BUTTE, ANACONDA & PACIFIC

Erected by Baldwin in 1901, c/n 19389. Cyls 19x26, dvs 67". In August 1917 was sold to Central Tuiucu Chucho, Cuba

Total Mileage, 77.

No. 3	No. 1	Ms.	September 11, 1932.	No. 2	No. 4
			LVE.] (Union Depot.) [ARR.		
*3 50 P M	*9 15 A M	0	Butte[1] ō	8 10 A M	2 20 P M
– –	– –	1.0	West Butte	– –	– –
3 58 "	9 23 "	3.9	Rocker ō	8 00 "	2 10 "
– –	f –	5.8	Nissler	f –	– –
4 04 "	9 29 "	6.6	Silver Bow[2] ō	7 53 "	2 03 "
4 06 "	9 31 "	7.8	Ramsay	7 50 "	2 00 "
4 08 "	9 33 "	8.8	Dawson	7 48 "	1 58 "
4 20 "	9 45 "	13.7	Durant[3] ō	7 37 "	1 47 "
4 25 "	9 50 "	16.0	Gregson	7 32 "	1 42 "
f –	f –	19.6	Willow Creek	f –	f –
f –	f –	21.9	Silica	f –	f –
f –	f –	23.8	Smelters	f –	f –
– –	– –	24.0	East Anaconda	– –	– –
4 45 P M	10 10 A M	25.7	arr. ... +Anaconda ō ... lve.	*7 15 A M	*1 25 P M

Clos. No.	Sold	Amount

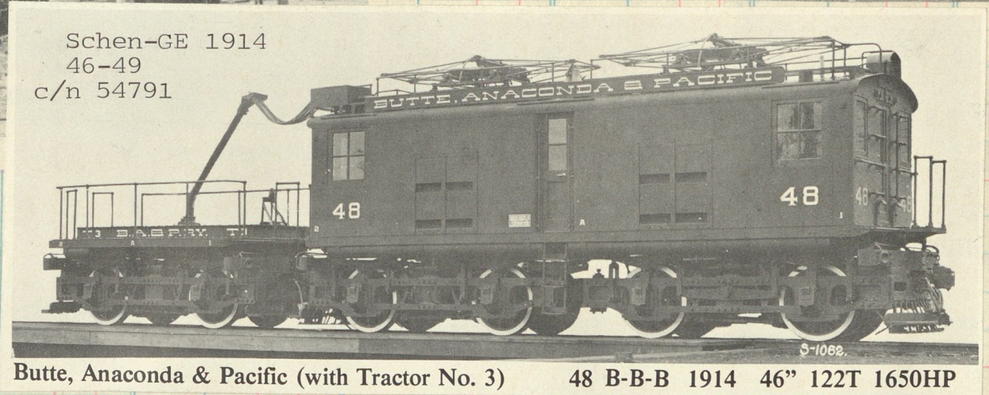


↗The Butte, Anaconda & Pacific, which is owned by Anaconda Copper, was built in 1892 to connect the corporation's mines in Butte with its reduction plant in Anaconda. In 1928 BA&P was almost entirely electrified and GE-Alco built 28 1116-horsepower B-B units like Nos. 65 and 66.

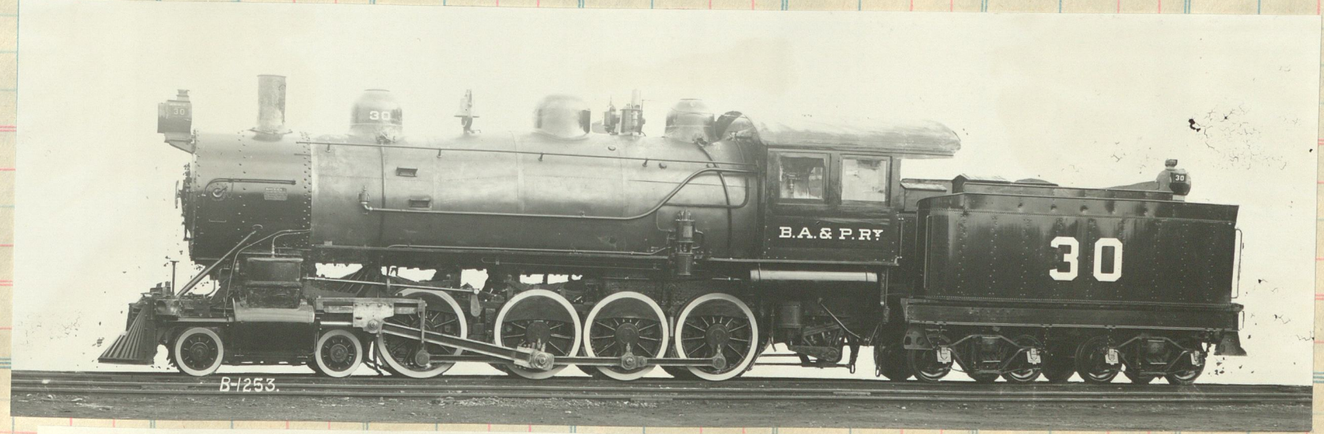
Silver Bow Canyon

The pictorial narrows of the headwaters of Clark Fork brings the tracks of three railroads close together. In the foreground is the Butte, Anaconda & Pacific. The other electrified line is the main line of the Milwaukee Road, while the steam road is the Northern Pacific's main line via Butte. This latter line was the first built, taking the most economical route with minimum of earthwork. The BA&P found Silver Bow Canyon ideal for crossing the NP because of the different levels.

Schen-GE 1914
46-49
c/n 54791



Butte, Anaconda & Pacific (with Tractor No. 3) 48 B-B-B 1914 46" 122T 1650HP



A majestic Twelve wheeler constructed by Brooks in 1910 c/n 48885

30

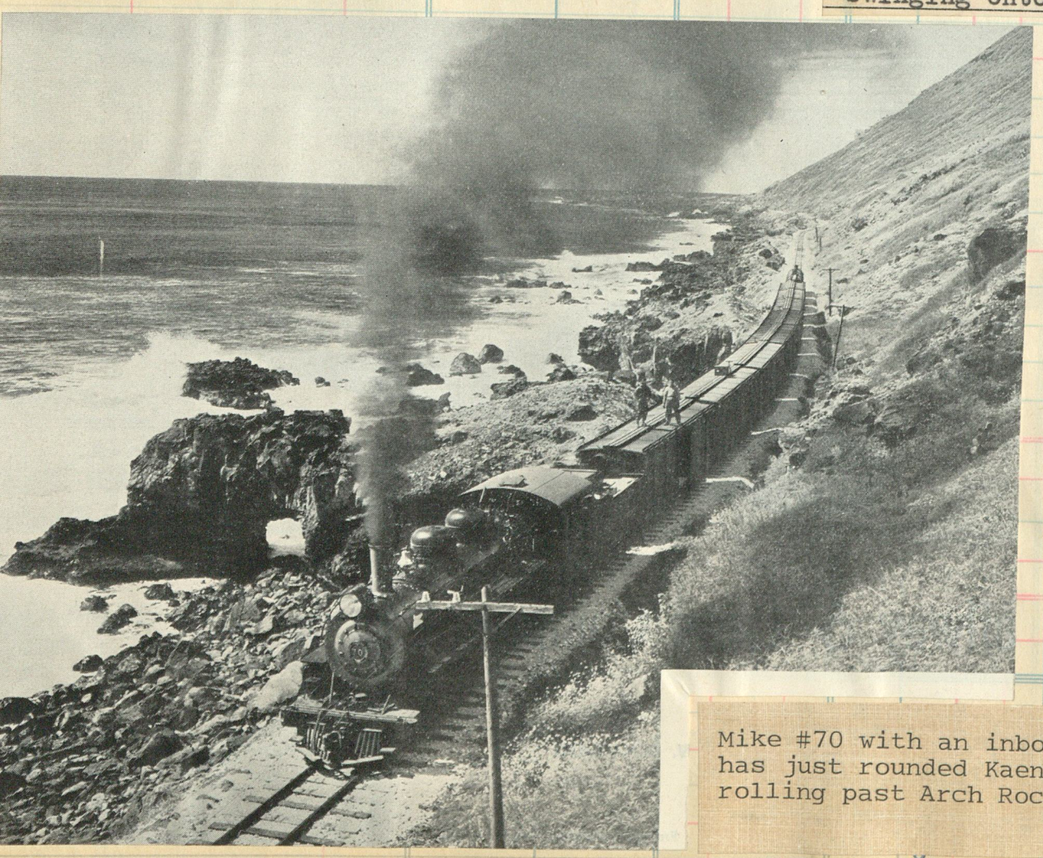
SEE OAHU BY RAIL

Sold | Amount

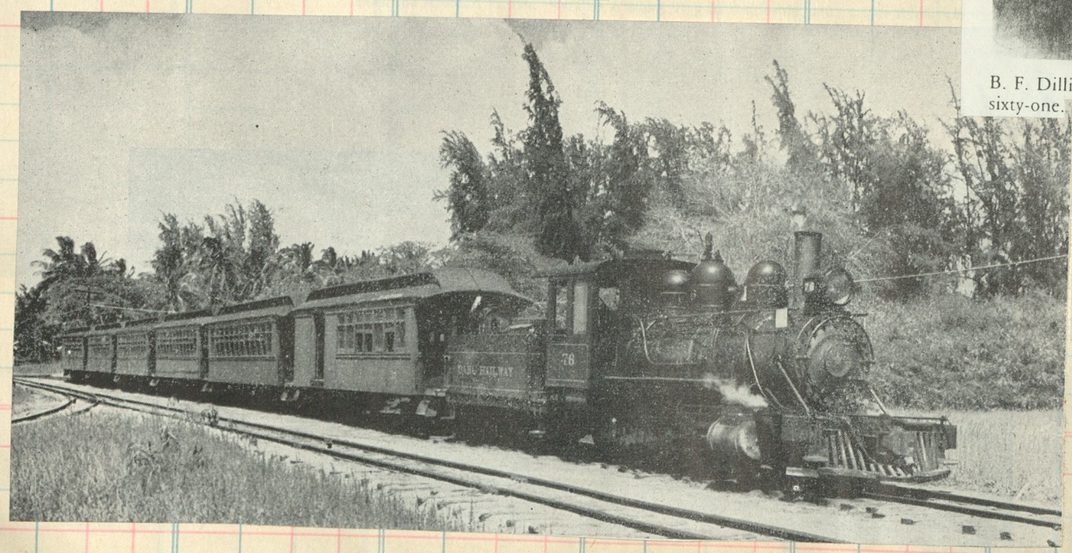
See page 31.

Narrow gage glory on an island paradise. Scene is at Wiapahu Jct with a heavy train of pineapple crates swinging onto the main line from the Wahiawa branch.

B. F. Dillingham in 1905, at the age of sixty-one.



Mike #70 with an inbound freight has just rounded Kaena Point and rolling past Arch Rock

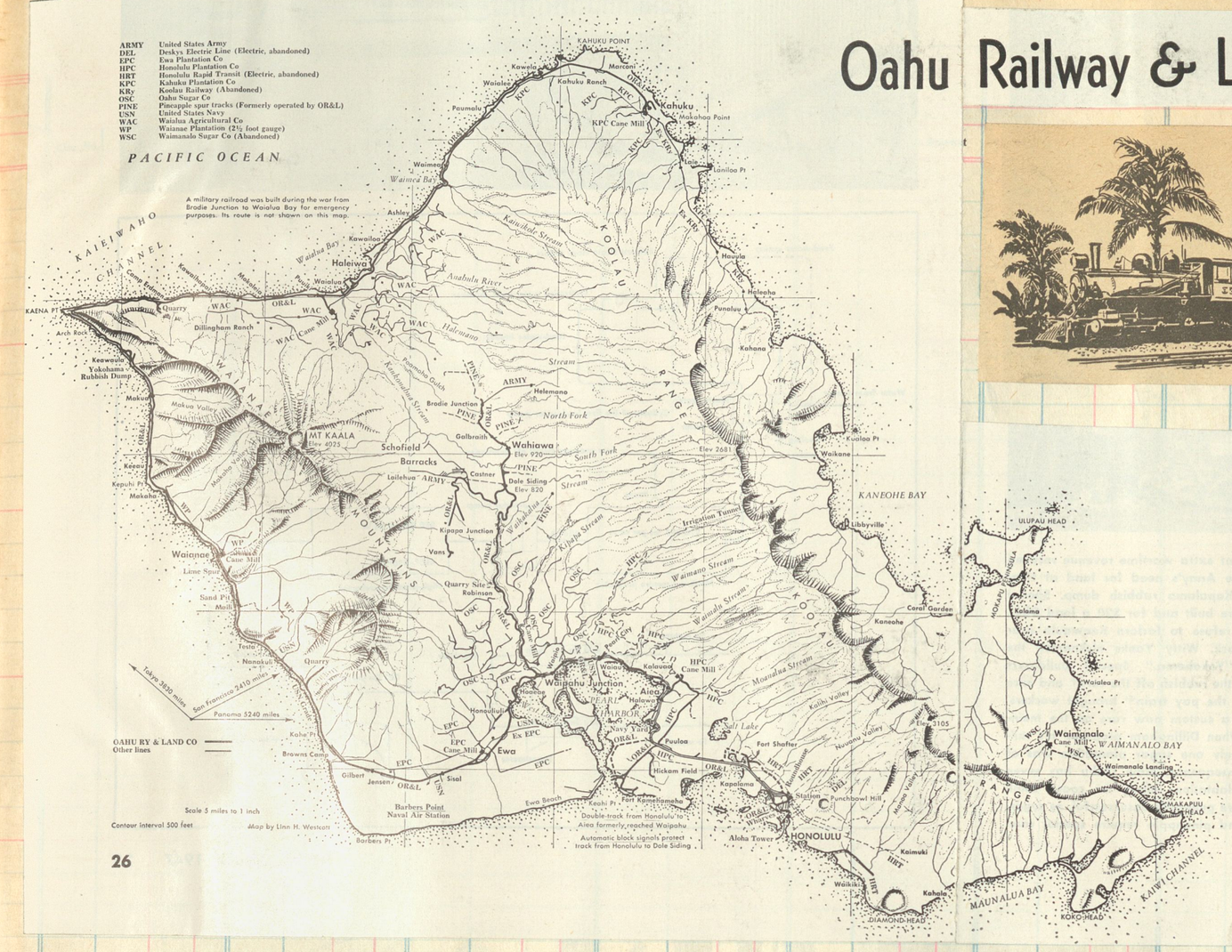


Consolidation #76, the old "Reciprocity" blt in 1897 by Baldwin c/n 15388 with the Haleiwa passenger job at Waialua wye.

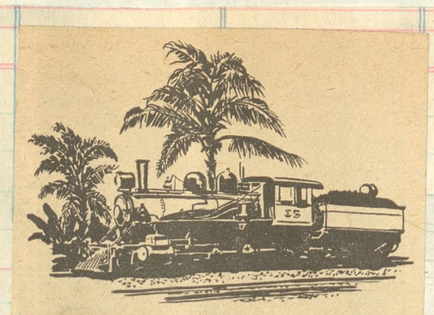
A few months ago genial, soft-eyed Walter Francis Dillingham sat at a conference table with the directors of the large sugar companies of Hawaii's capital island, Oahu. As president of the Oahu Railway & Land Company, he explained the necessity of raising rail rates on freight carried between the OR&L docks at Honolulu and the various sugar plantations. Storm damage, the need for new locomotives, and the increasing competition of the highway for short-haul business were all pressing factors. Before that conference was over it became obvious that the OR&L would have to shift from rail operations and handle its transport business by truck. Thus, next January the activities of one of the most interesting railroads in the United States will end.

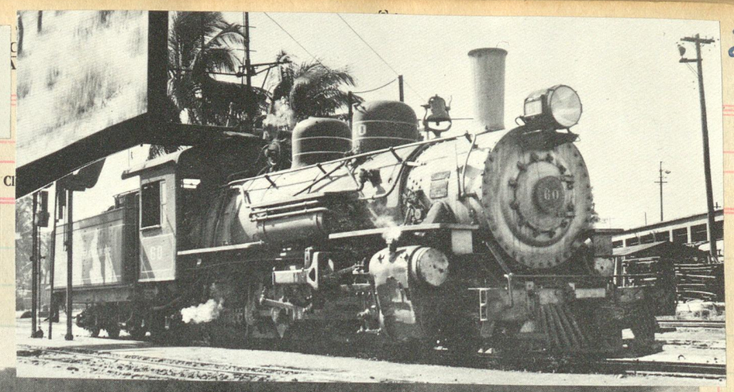
March 1947

Oahu Railway & Land Company

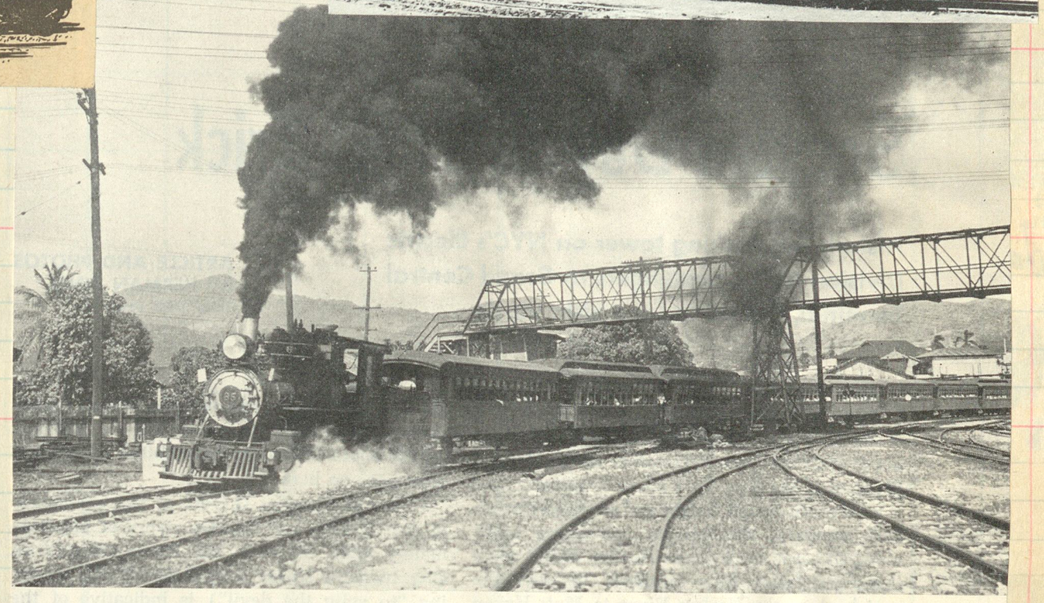


26



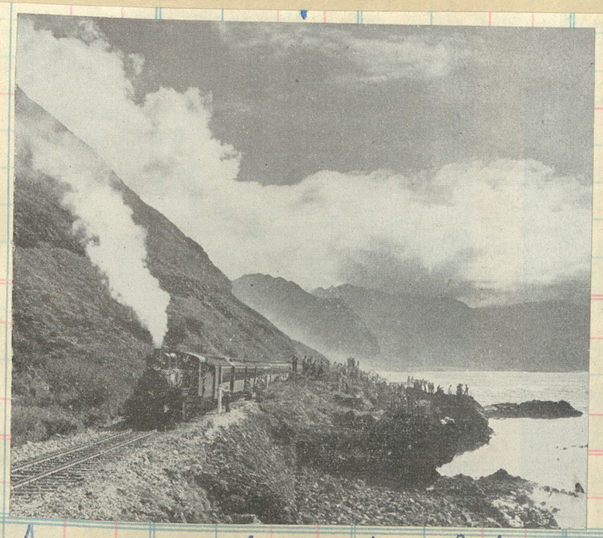


Clos. No. | Sold | Amount | Cl | Amount

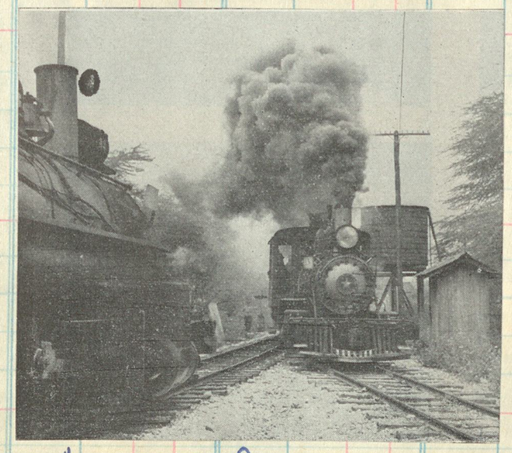


No. 85↑, a Ten-Wheeler suited mainly to passenger service, is pulling a Barbers Point train from Honolulu. In the background is the formidable Koolau Range which overlooks the city of Honolulu, where the OR&L will continue to operate its extensive harbor facilities. At no cost to the city or to the United States Government, the railway company dredged and improved a large portion of the fine Honolulu Harbor.

The weekly pay train passes "Yokohama dump" near Keawaula. Eng is #88.

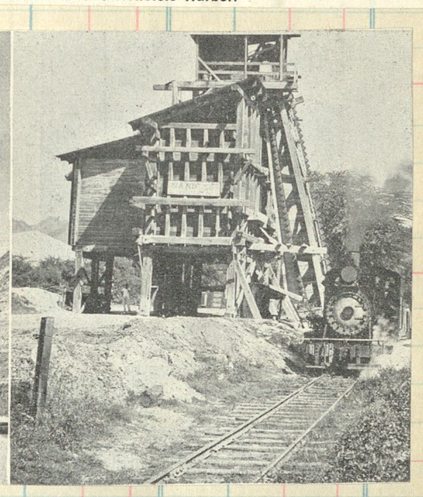


An excursion stops at Arch Rock.



A meet at Ewa

Back on the main line and beyond Waipahu we enter Waipo Cut, a section of track recently relocated to remove a bad curve and to eliminate a highway intersection. The cut was graded for two tracks but only one was laid. This is a train from Nanakuli Navy Rest Camp.

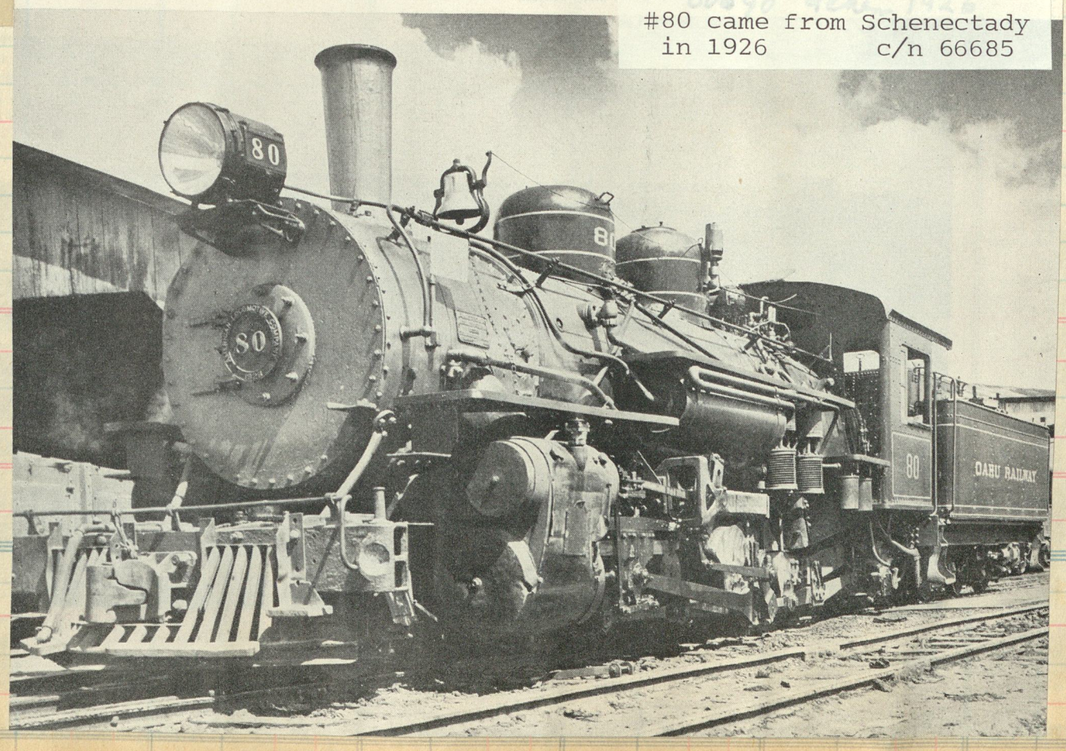


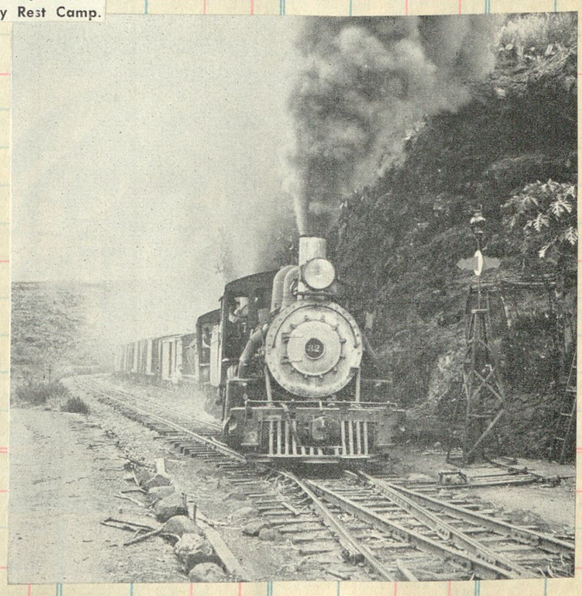
Sand pit near Ft Shafter

Heaviest engines of OR&L are 60, 70, 80↓, and 90, purchased in 1925 and 1926. Weight, 156,000 pounds with tender. These Mikados handled most long runs to Kahuku and often to Waianae. They are the only engines of moderately recent design on the road equipped with trailing trucks. Note the outside frames.

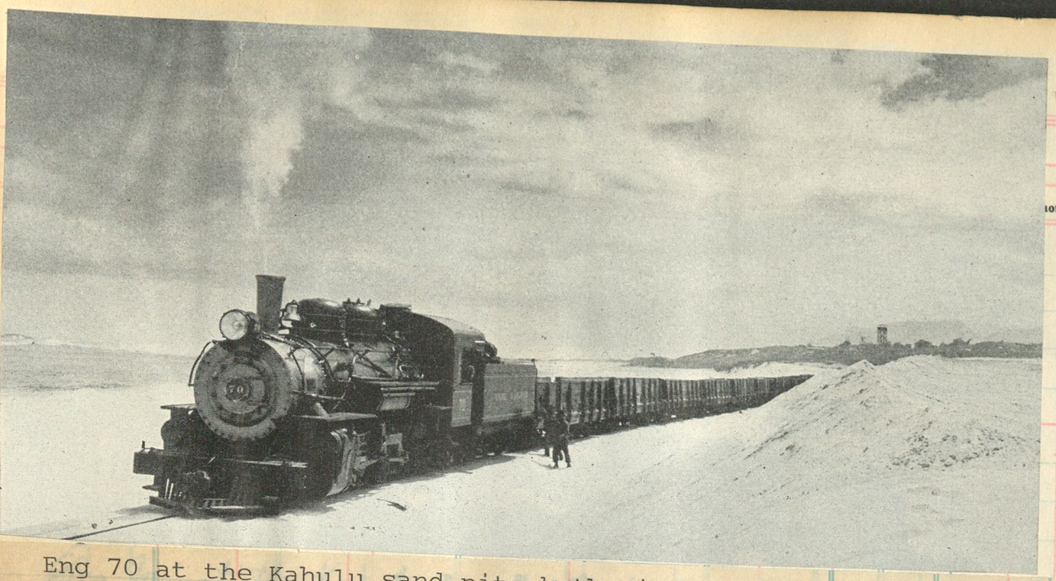
80-90 Feb 1925

#80 came from Schenectady in 1926 c/n 66685

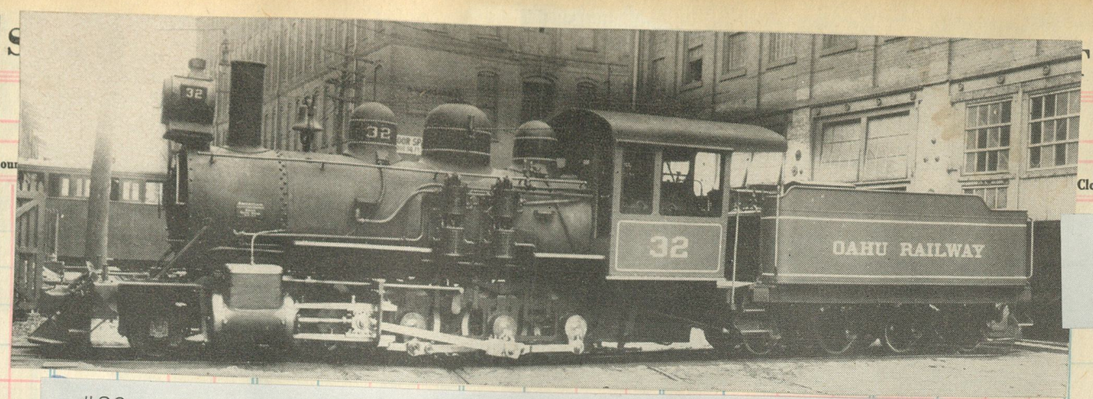




A double header strains into motion after stopping for the Oahu Sugar Co. crossover near Waipahu



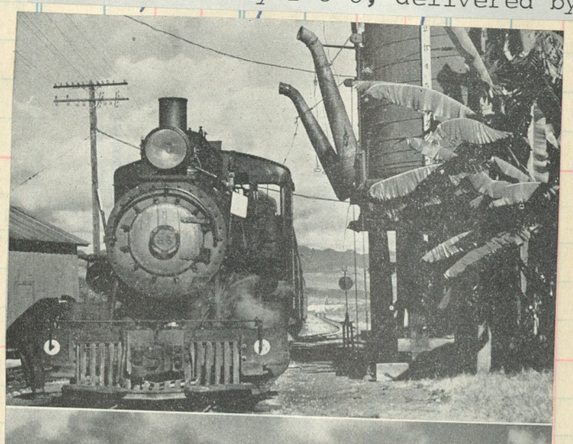
Eng 70 at the Kahulu sand pit, both pit and parts of the railroad washed out by a tidal wave in April 1946

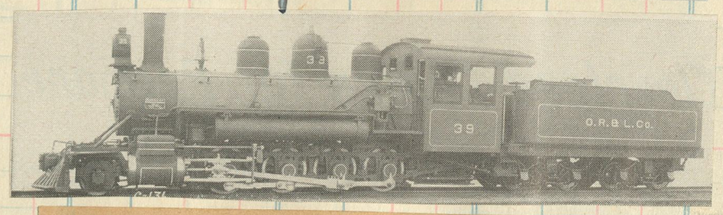


#32, a stocky 2-8-0, delivered by Rogers in 1913 [c/n 53446]

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Sold in 1950 to
F de El Salvador, #32



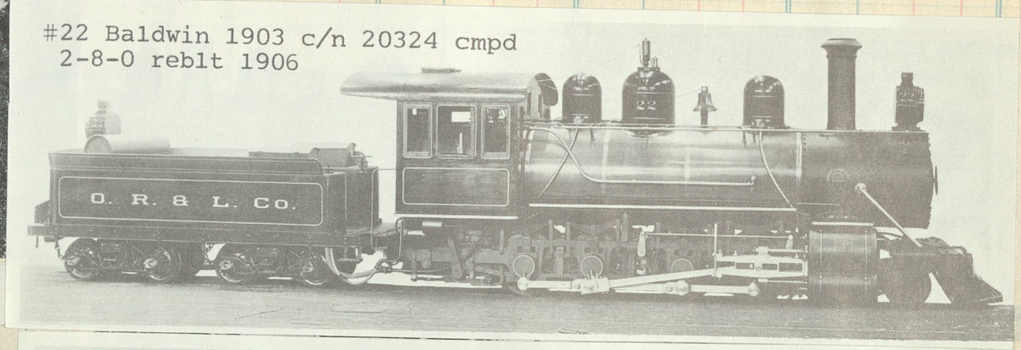


Cooke built #39 in 1910 c/n 46043

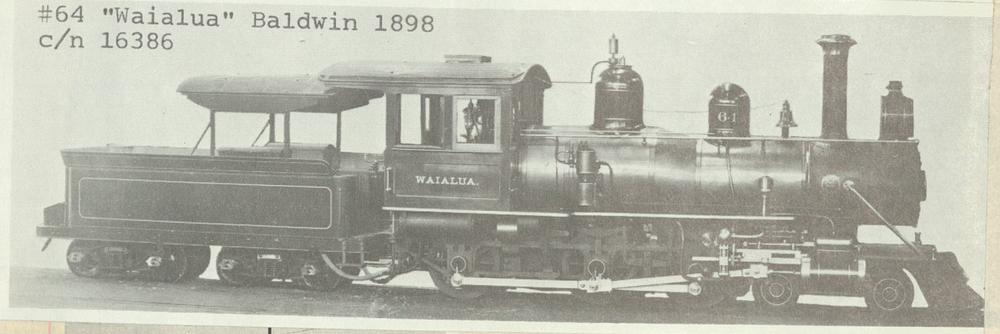
Waiting for his ship to return, Dillingham grew to love the island. He envisioned a railroad encircling its shores to tap undeveloped lands. He founded the OR&L in 1866; people called it "Dillingham's Folly," but he boasted on his 44th birthday in 1888 that by his next they could all have a ride. Few realized that sugar, pineapples, and the tourist trade were to insure Oahu's future.

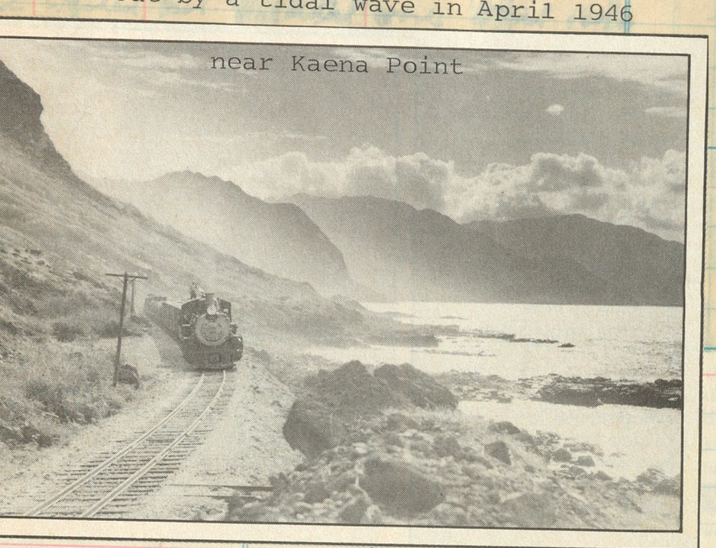
Branch trains take on water↗ and climb the 2.5 per cent grades. Near the top they round an S curve→ and lift their loads from irrigated cane plantations to the self-sustaining pineapple fields. B F

#22 Baldwin 1903 c/n 20324 cmpd
2-8-0 reblt 1906



#64 "Waialua" Baldwin 1898
c/n 16386

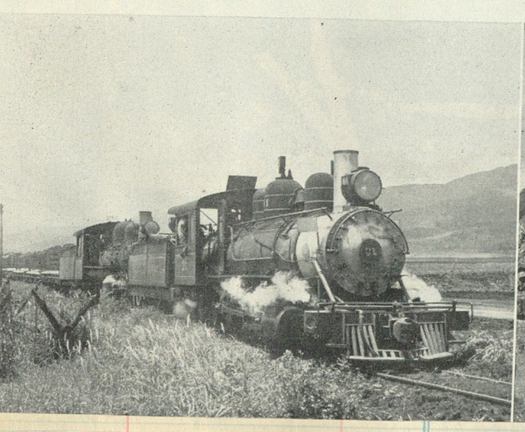


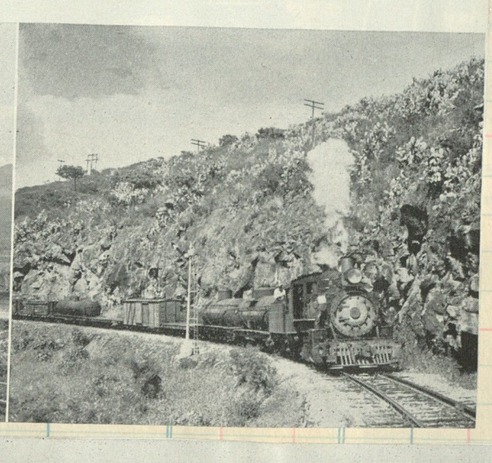


near Kaena Point

Near Vans Siding, end of part of the branch, this ammunition train is ready for the down trip. Notice barbed wire.

The rocky, cactus-covered walls of Waikakalua Stream echo the screech of brakes as the train slowly nears Waipahu.

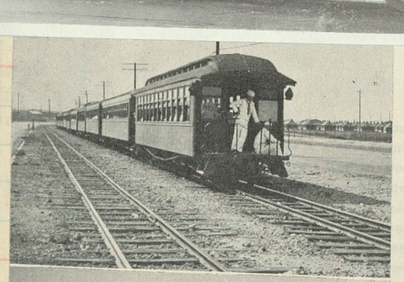


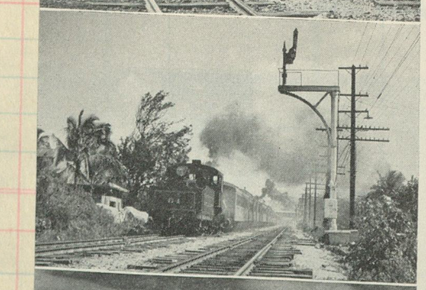


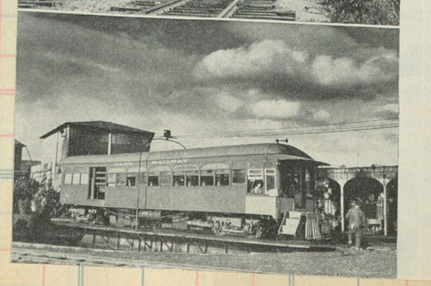
An excursion near
West Loch

The Best Trip on the Island
of Oahu
at the Lowest Fare

55 MILES BY RAIL AROUND THE MOST SCENIC PART OF THE ISLAND, WHERE THERE IS NO AUTOMOBILE ROAD!

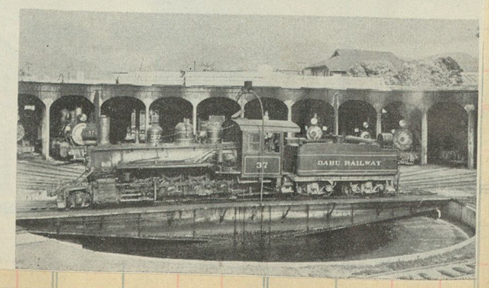






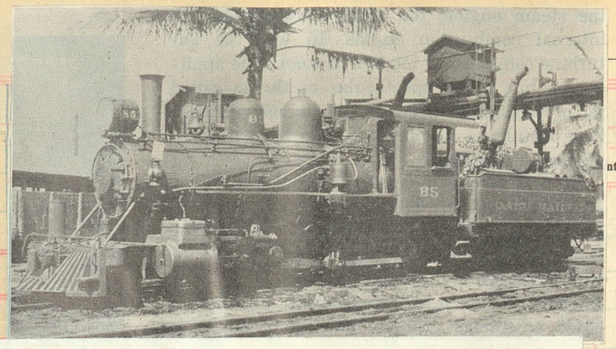
itary installations on Oahu were extensive. This special← is headed for Barbers Point along the double drive near Puuloa.

Pearl Harbor workers' trains↙ often pulled out of Honolulu with the engine running backward. The last of the OR&L Baldwins were delivered in 1902; after that, all locomotives except two were purchased from American. This Alco Consolidation↓ came in 1909; other engines were ordered as late as 1926, and in 1943 two Alco Diesel switchers were added. OR&L also purchased a Baldwin from the Pacific Coast Railway in 1942; numbered 111, it has inside frames, unlike most Oahu locomotives. The Oahu Railway was always neat and well cared for; the tidy roundhouse is typical of the Dillingham pride in the property. The Dillinghams were — and are — genuinely interested in railroads and it is with considerable reluctance that they turn their transportation industry over to highway operation. They have managed their company well, and have carefully planned so all employees will get jobs in the trucking firm.

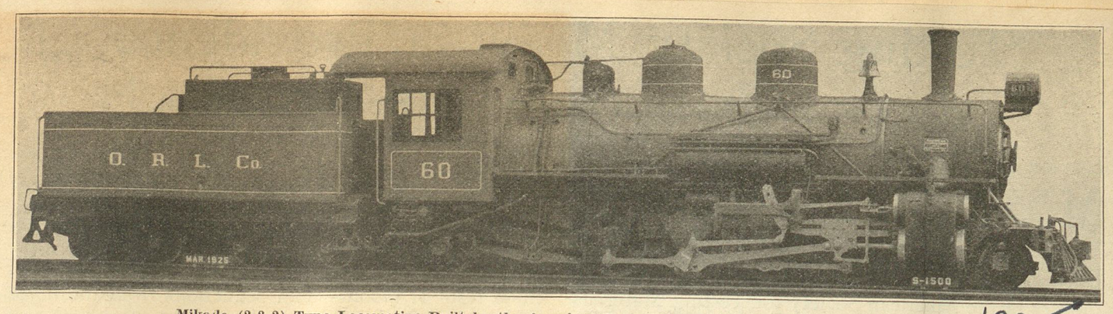


Total Accounted

An extra approaches Waipahu Jct. The rear dozen cars of Honolulu refuse destin for the "Yokohama dump"



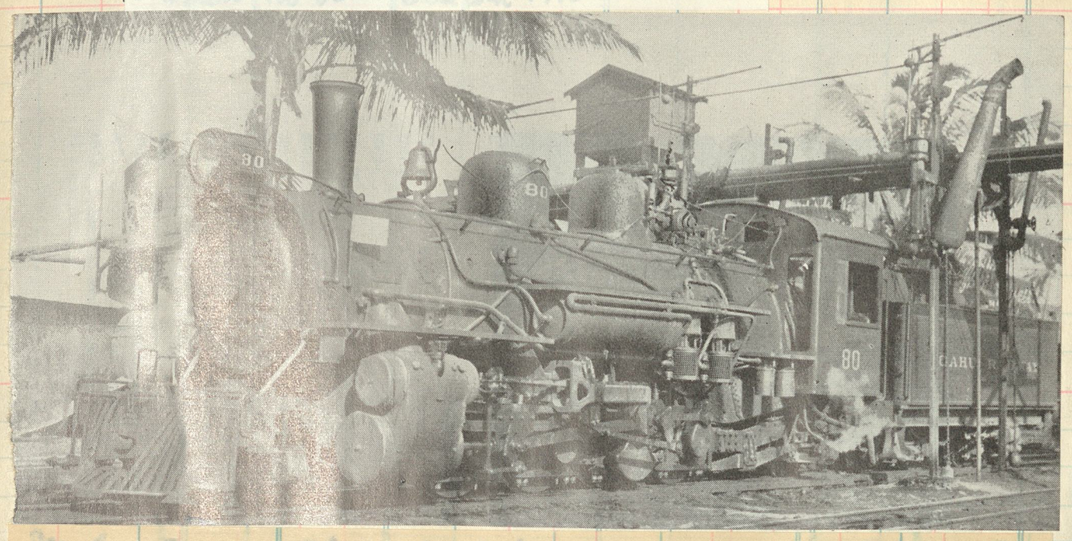
Ten Wheeler #85 Cooke 1910 c/n 48585

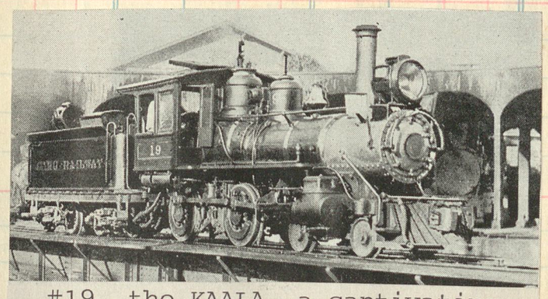


Mikado (2-8-2) Type Locomotive Built by the American Locomotive Co. for the Oahu Ry. & Land Co. 1925

CUT HERE To Make Short Sheet

#60, c/n 66279, and #70 were the first Mikes for the O.R.& L. built in 1925 by Schenectady

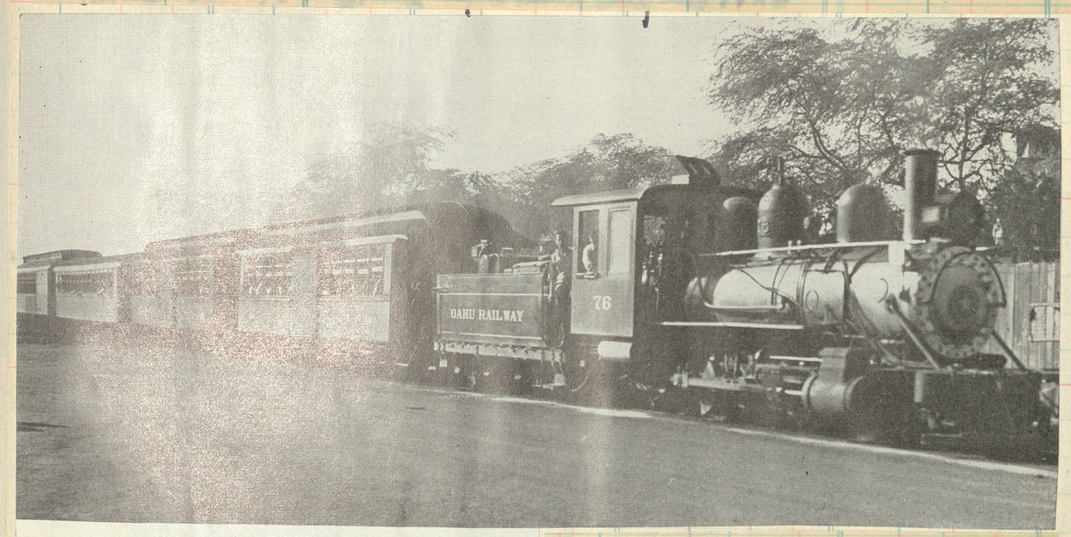




#19, the KAALA, a captivating little eight wheeler rides the merry go round at Honolulu. Built by Baldwin 1889 c/n 10131 retired in1930

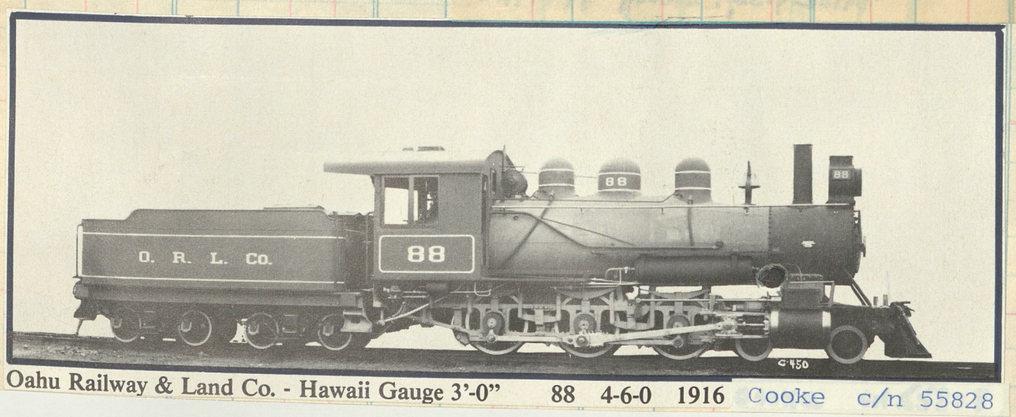
OAHU RAILWAY

* Many of the early engine numbers were selected for the ages of members of the B. F. Dillingham family, whose financial and personal interest in the railway has carried along through many years. The youngest Dillingham daughter was 6 years old at the time the line was opened in 1889, so No. 6 went to the first locomotive. The second was numbered 8 for another daughter. Two sons, then 15 and 19, had early engines numbered for them. The original 15 and 19 have passed from use, but their memory has been perpetuated in the two newest locomotives, Diesel-electrics delivered in January, 1944, and numbered 15 and 19. Famous dates were also included in the numbering ritual. Two fine Baldwins received in 1898 were named *Reciprocity* and *Annexation* in honor of the two treaties with the United States pertaining to those important events. Later, when all engines were numbered, the years in which the treaties were signed (1876 and 1898) were applied to these locomotives as No. 76 and No. 98. They serve today as the usual motive power for two heavy passenger trains, and each carries a shiny brass star on its smokebox shield. All other engines on the line have their own numbers on the smokebox shield.

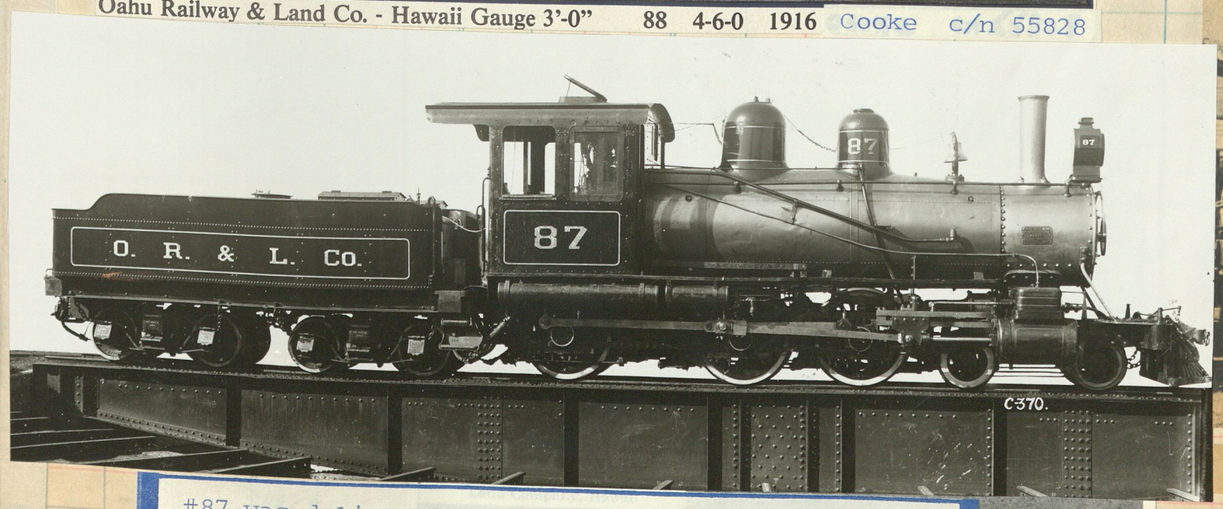


Commuting train on the Oahu. The queer center-door cars are old coaches converted to carrying empty tin cans and reconverted to passenger service in the present emergency.

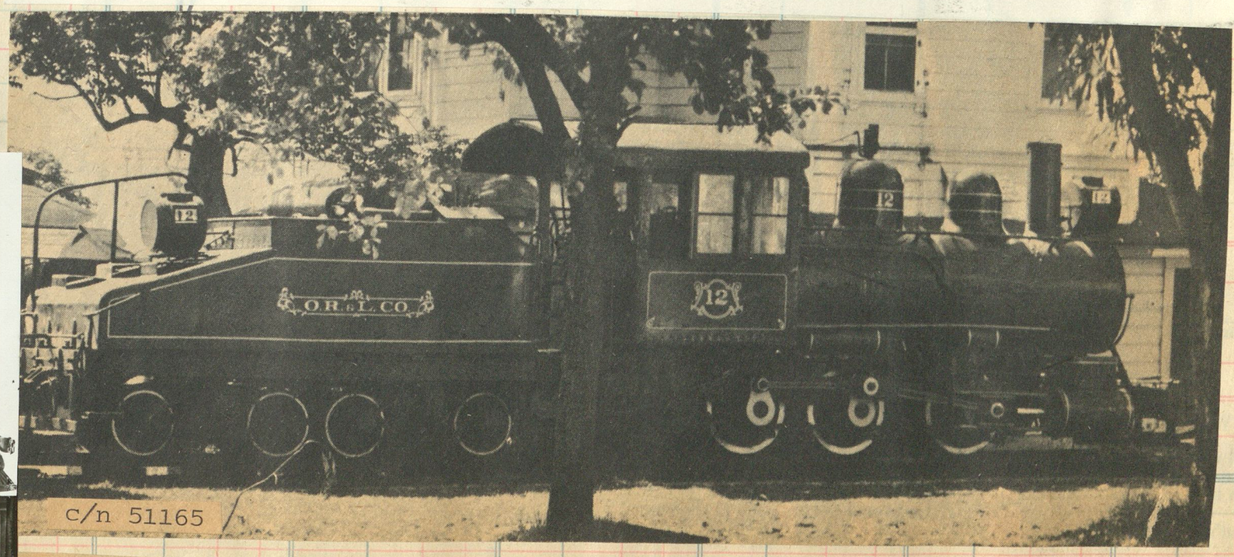
This painting done by Harlan Hiney for Jerry Best's volume on the Hawaiian railroads shows Ten wheeler #85 returning an excursion to Honolulu. #85 is now at Traveltown in Los Angeles



Oahu Railway & Land Co. - Hawaii Gauge 3'-0" 88 4-6-0 1916 Cooke c/n 55828



#87 was delivered by Cooke Works in 1910 c/n 48586

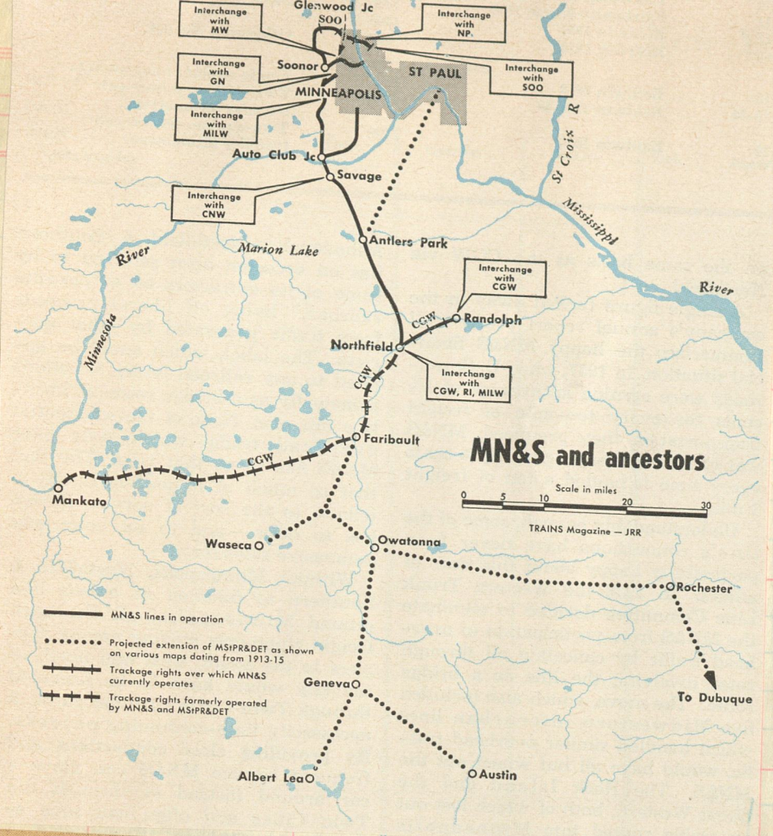


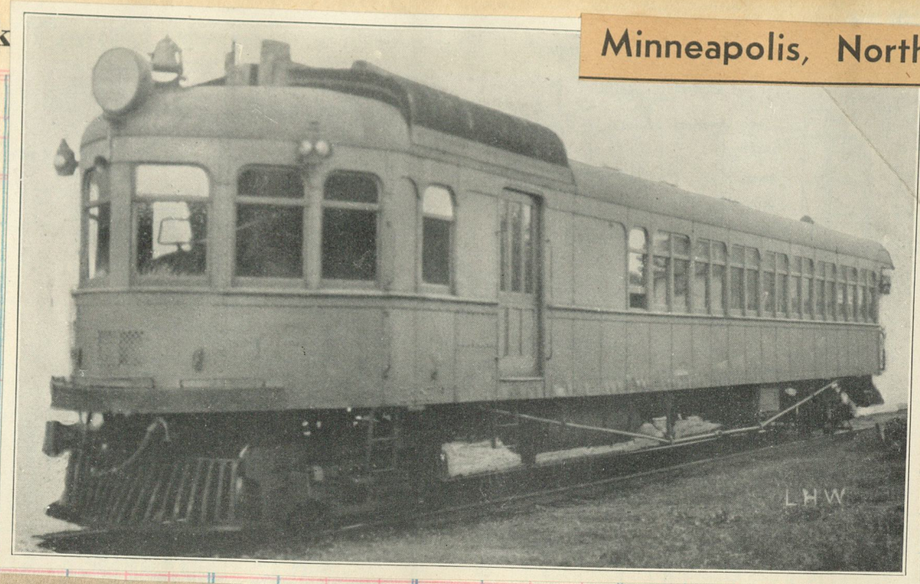
c/n 51165

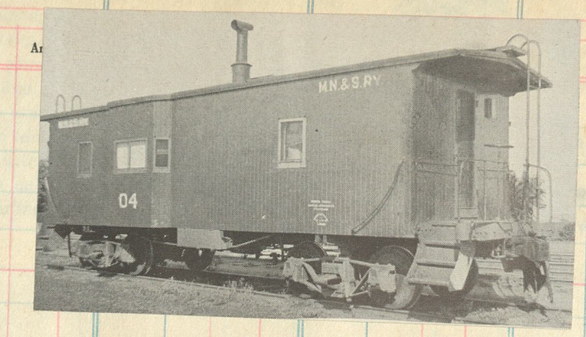
William D. Middleton photograph

Oahu Ry. & Land Co. No. 12, an outside-frame 0-6-0 (Manchester, 1912) on display at Bernice Bishop Museum, Honolulu.

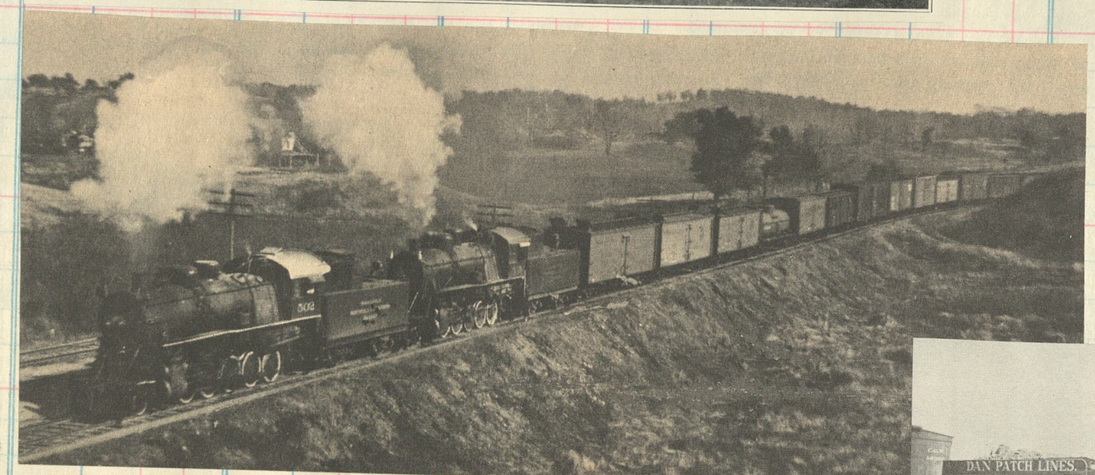
Minneapolis, Northfield & Southern



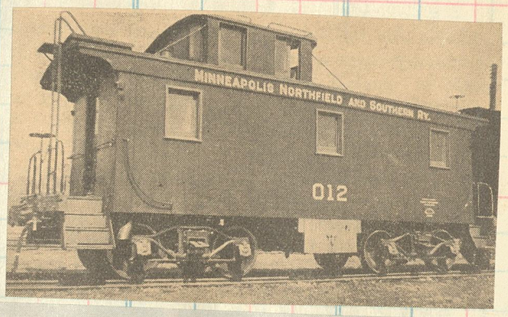


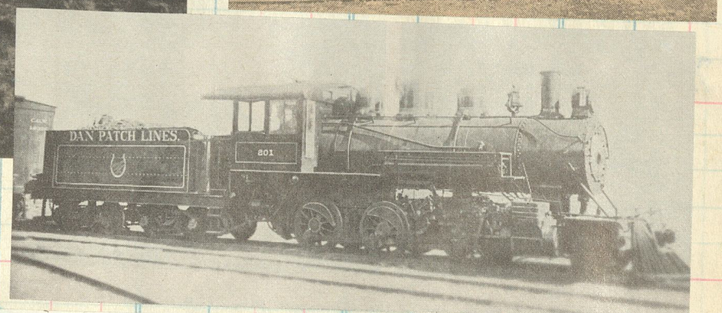


Ar Sold Amount

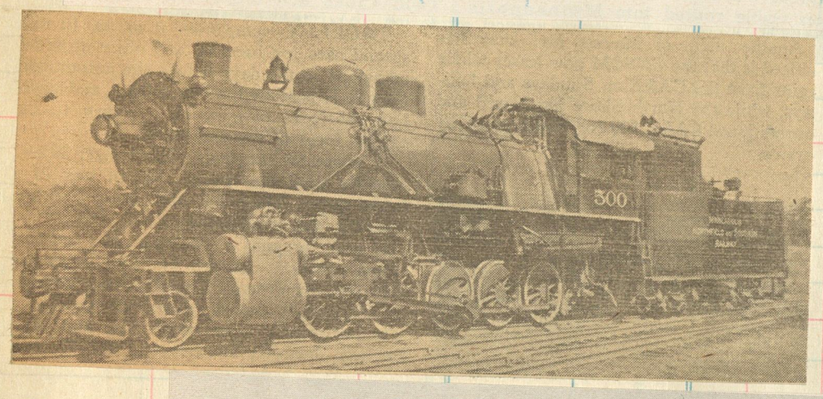


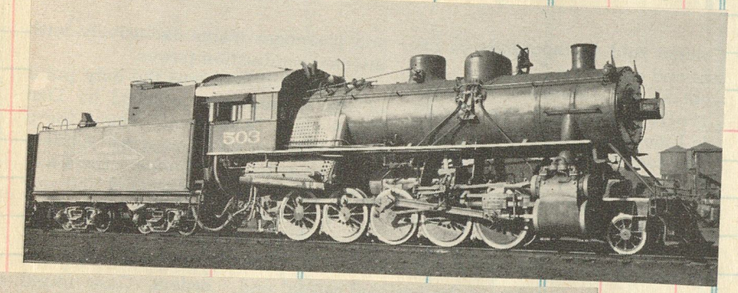
A pair of Decapods swing along with a train of interchange tonnage

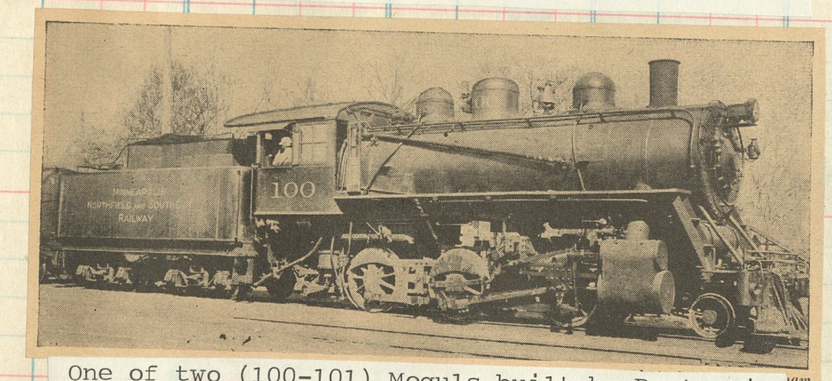




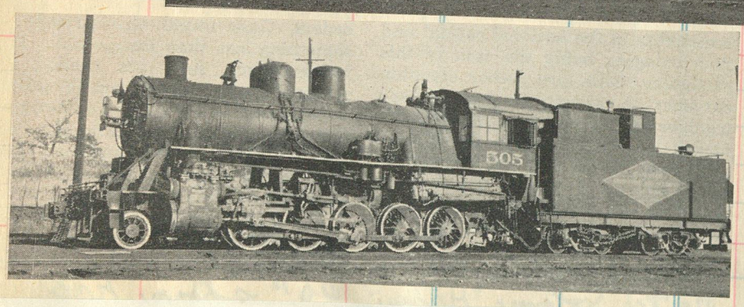
The 201, a Mogul delivered by Porter in 1914 for the M.StP.R.&D.E.T. To MN&S in May 1920



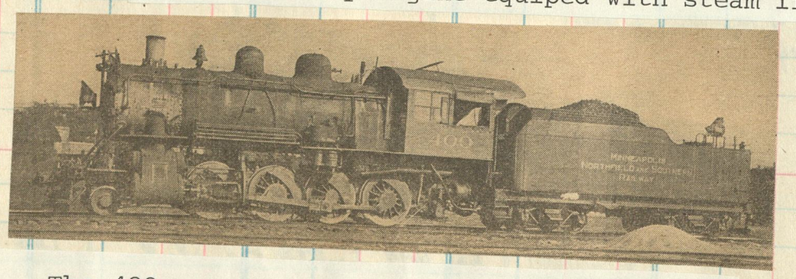




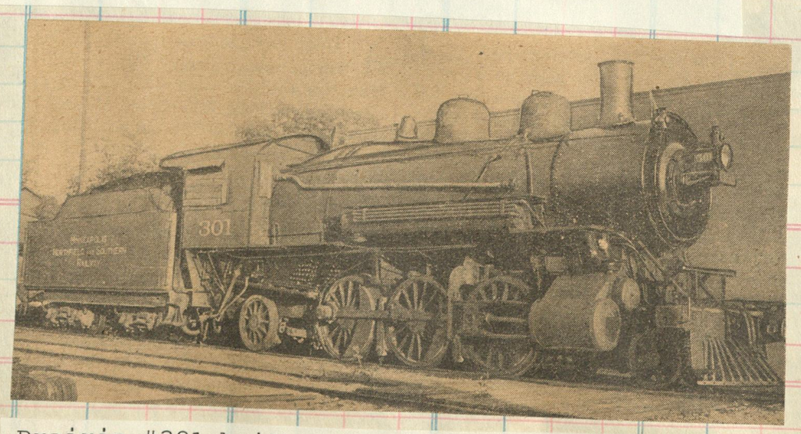
One of two (100-101) Moguls built by Porter in 1920. 100 only engine equiped with steam line



Three "Ruskie" 2-10-0's, all built by Brooks.
#500 in 1917 as USTC #1155 c/n 58694 sold to DT&I #300. In 1932 sold to the MN&S.
#503 in 1918 as USTC #1081 c/n 58895 sold to DT&I #308. Sold to MN&S in 1933.
#505 in 1918 as USTC #1077 c/n 58891 sold to Erie #2464. To MN&S in 1935. Reblt 1936.



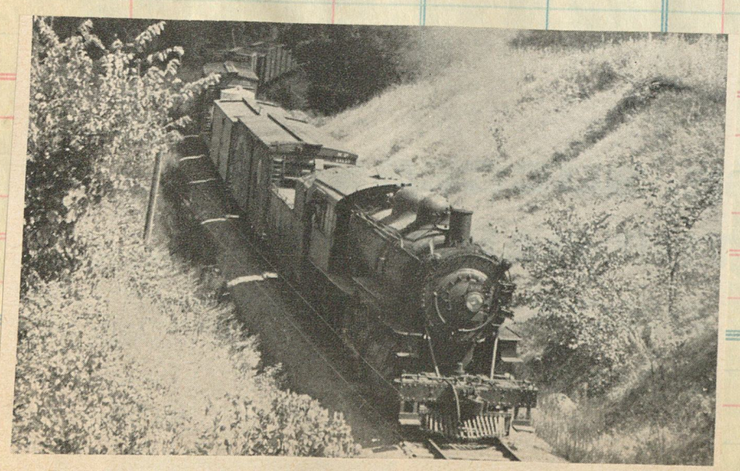
The 400 was DM&N #344. Blt by Pittsburgh in 1907 c/n 42282



Prairie #301 built by Brooks 1906 c/n 40889 as Northern Pacific #2359. To MN&S 1925

PRINT *the history of the Minneapolis, Northfield & Southern Ry. (S.D.)*—C.N., St. Paul, Minn.

This road was incorporated in June, 1918, under the laws of South Dakota, to take over the properties of the Minneapolis, St. Paul Rochester & Debuque Electric Traction Co. Two months later the organization was licensed to do business in the neighboring State of Minnesota. It connects Minneapolis, St. Louis Park, Savage, Lakeville, Northfield and intermediate points and operates entirely upon a private right-of-way. Steam-power is used in freight service and gas-electric units with trailing coaches handle the line's passenger runs. Operated trackage as of January 1st, 1940, was 74 miles. Equipment consists of 12 steam locomotives, 78 freight cars, 4 motor coaches, and 4 trailers.



Earl Ruhland.

AFFILIATED Minnesota Western borrows ex-Missabe 2-8-0 402 from neighbor MN&S.

WICHITA FALLS & SOUTHERN RAILROAD COMPANY

4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

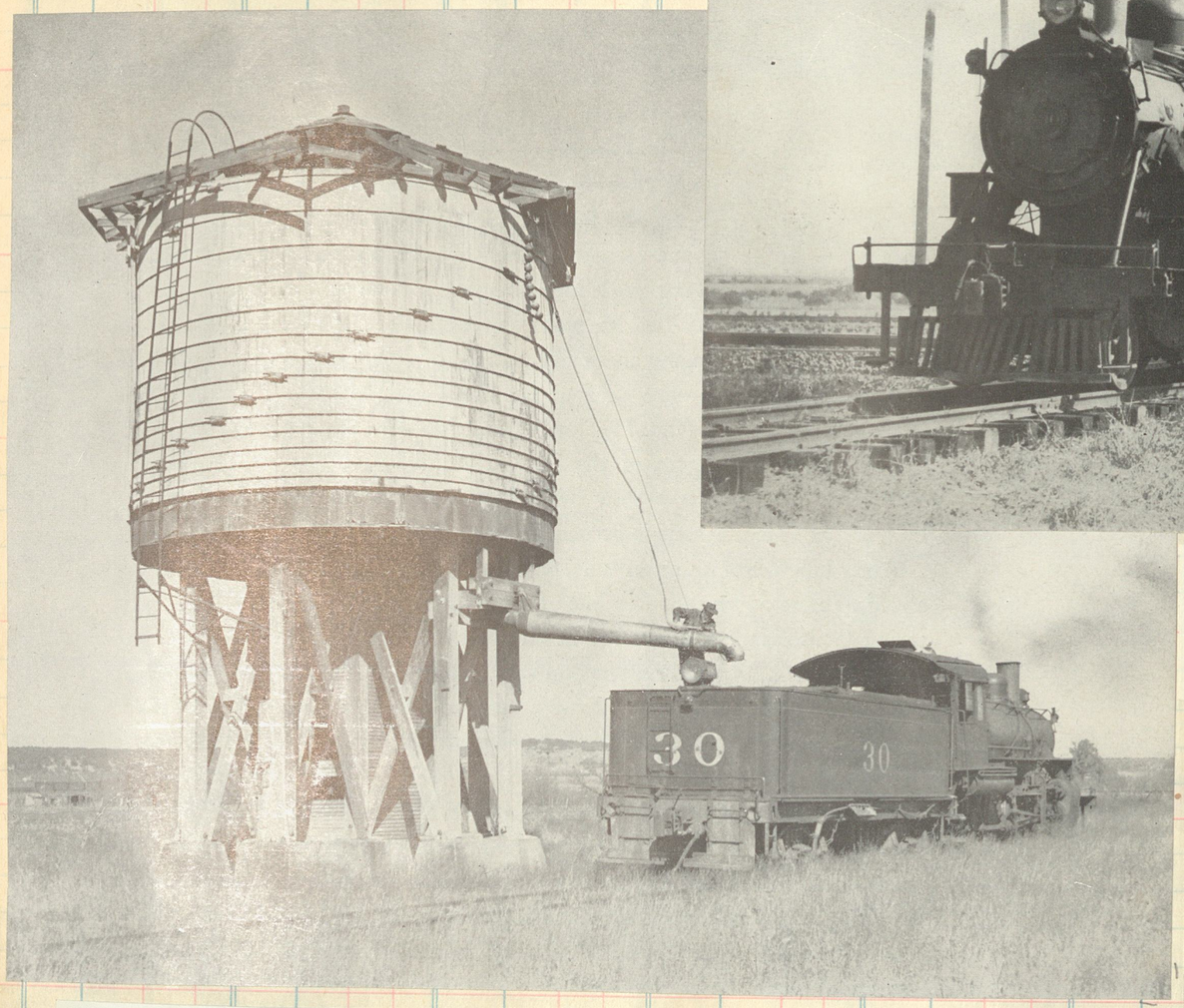
CUT HERE To Make Short Sheet

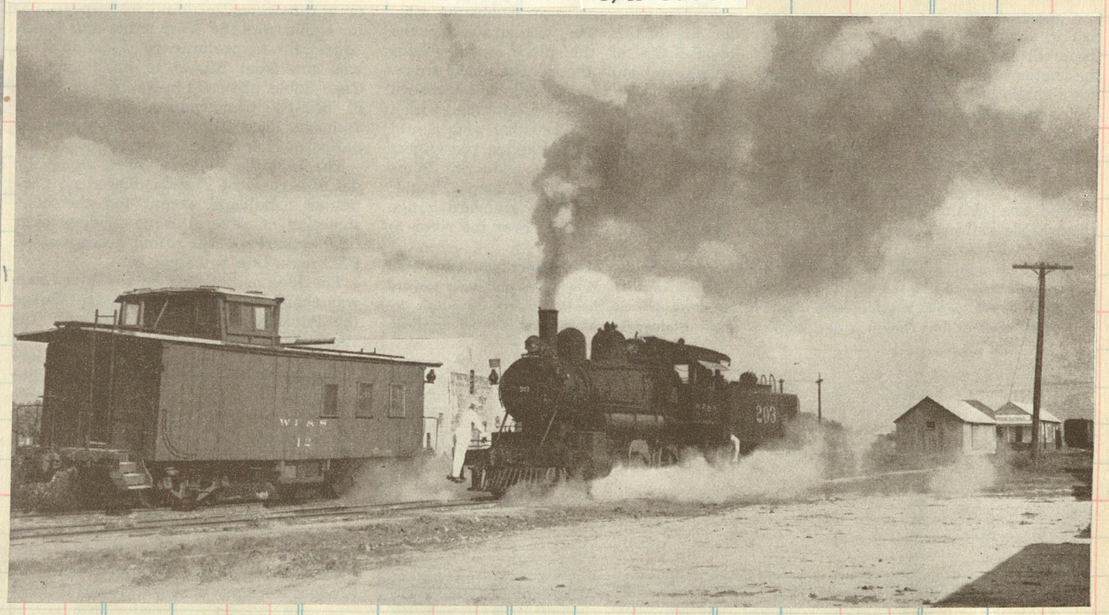
No. 43	No. 41	Mls.	June, 1933.	No. 42	No. 44
	Mixed.	0	Waurika	Mixed.	
	*6 00 A M	35.9	lve. + Wichita Falls arr.	8 20 P M	
	6 15 "	40.1	Maples	– –	
	6 18 "	40.9	Call Field	– –	
	6 23 "	43.1	Lake Wichita	7 52 "	
	6 33 "	48.8	Huff	7 22 "	
	6 40 "	51.9	Luke Wilson	7 15 "	
	7 28 "	61.7	+ Archer City	6 50 "	
	7 35 "	68.7	Anarene	6 25 "	
	8 10 "	78.6	+ Olney	5 50 "	
	8 25 "	84.1	Orth	5 25 "	
	8 45 "	91.0	New Castle	5 05 "	
	9 00 "	97.0	Bullock	4 45 "	
	9 35 "	102.0	+ Graham	4 30 "	
	10 00 "	110.9	+ South Bend	3 50 "	
	10 20 "	118.7	+ Eliasville	3 30 "	
	10 45 "	128.4	Jimkurn	2 55 "	
Mixed.	11 00 "	133.6	Gudger	2 40 "	Mixed.
†11 30 A M	11 20 A M	137.5	+ Breckenridge	*2 30 P M	3 25 P M
12 01 P M		144.5	Breckwalker		2 55 "
12 05 "		145.8	Ringling Junction		2 45 "
12 55 "		153.7	Frankell		2 10 "
1 10 "		157.3	Gilking		1 40 "
1 25 "		160.1	Carter		1 25 "
2 50 "		165.6	Ranger		12 55 P M
3 15 "		170.6	McLennan		11 30 A M
3 40 "		176.6	Edhobby		11 05 "
4 20 "		182.1	Desdemona		10 45 "
4 35 "		184.3	Jakehamon		10 10 "
4 55 "		189.1	Tobin		9 50 "
5 15 "		193.4	Neff		9 35 "
5 40 "		199.1	Johntucker		9 15 "
6 00 P M		203.1	arr. + Dublin lve.		†9 00 A M

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

#30, an oil burning 2-8-0 built by Baldwin in 1925, gets a drink from a battered tank and then leaves town (Ranger, Tex.) pounding across the T&P diamond with a respectable cut of cars

c/n 53384

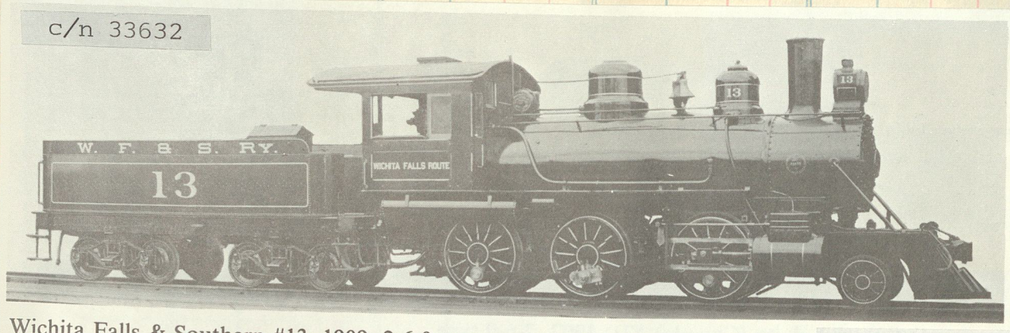




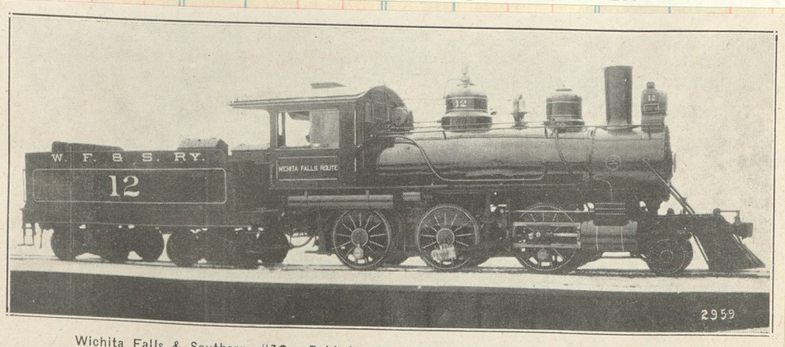
Operated by M-K-T
1908 to 1920

Beckendge

c/n 33632

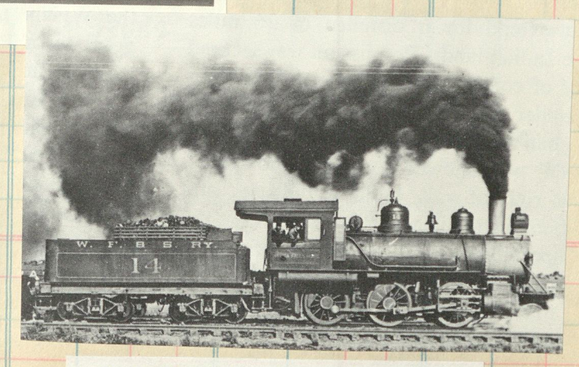


Wichita Falls & Southern #13, 1909, 2-6-0 type. Baldwin



Wichita Falls & Southern #12. Baldwin, Jan. 1909 #33155. Later M. K. & T. #99.

Three engines, Nos 12-14 and from 1909 to 1920 were M-K-T 99-101. #12 retired 1939



2-6-0 #14 Baldwin 1909
c/n 33761

36

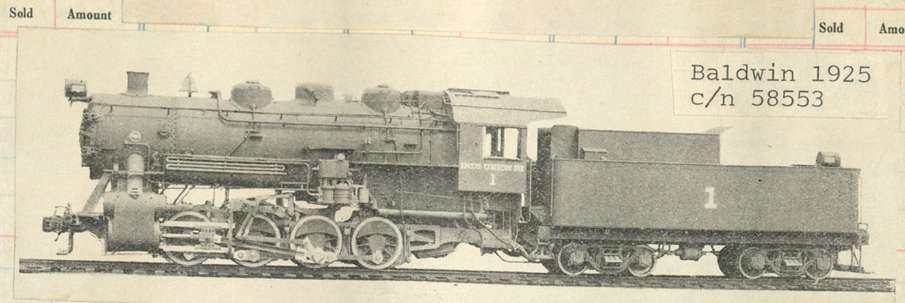
New York Central Sy

Indianapolis Union Railway.

CKET SALES AT

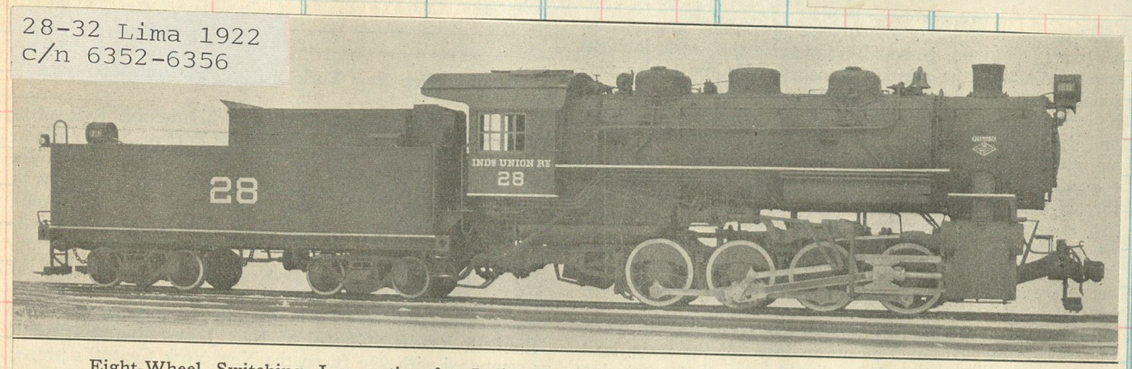
SELLER
DATE
FORM

DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Sold	Amount	Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

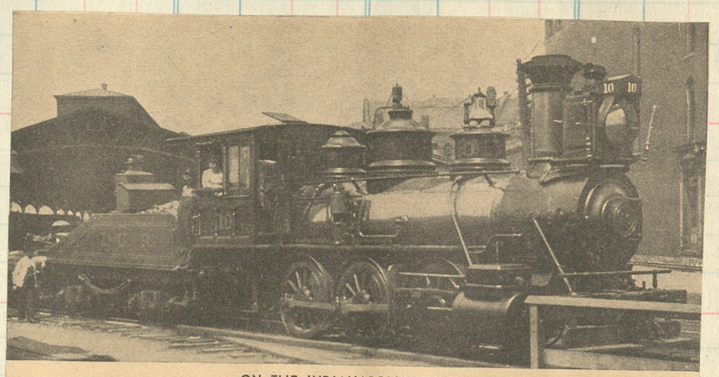


Baldwin 1925
c/n 58553

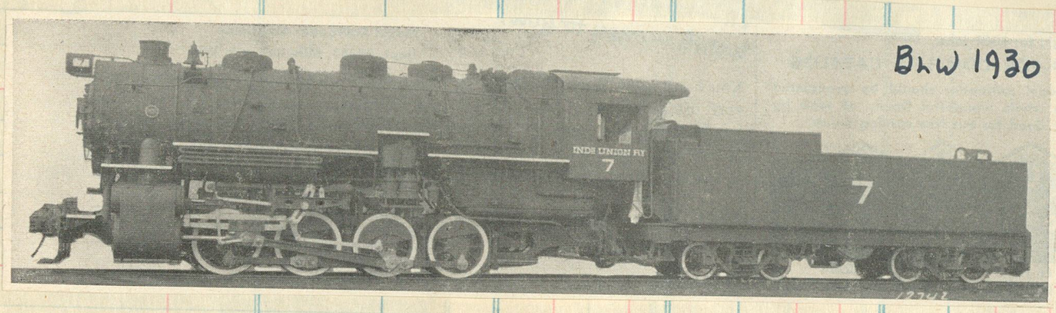
28-32 Lima 1922
c/n 6352-6356



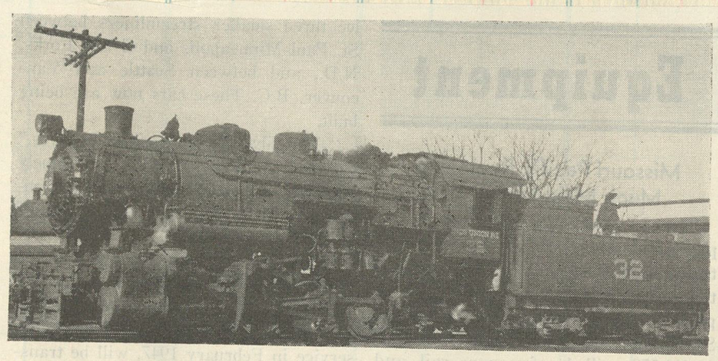
Eight-Wheel Switching Locomotive for Indianapolis Union Railway, Built by Lima Locomotive Works



ON THE INDIANAPOLIS UNION
This picture of Indianapolis Union Railway engine 10 was taken back in 1896.



BLW 1930



INDIANAPOLIS UNION RY. ENGINE 32 AT INDIANAPOLIS, IND. S. S. Sutton

Total
Add—Error _____ DATE
Deduct " _____ DATE
Total

Add Working Fund
Total to be Accounted for

Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

FERDINAND RAILROAD

NYCS
A P A-46
4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.
CUT HERE To Make Short Sheet

31

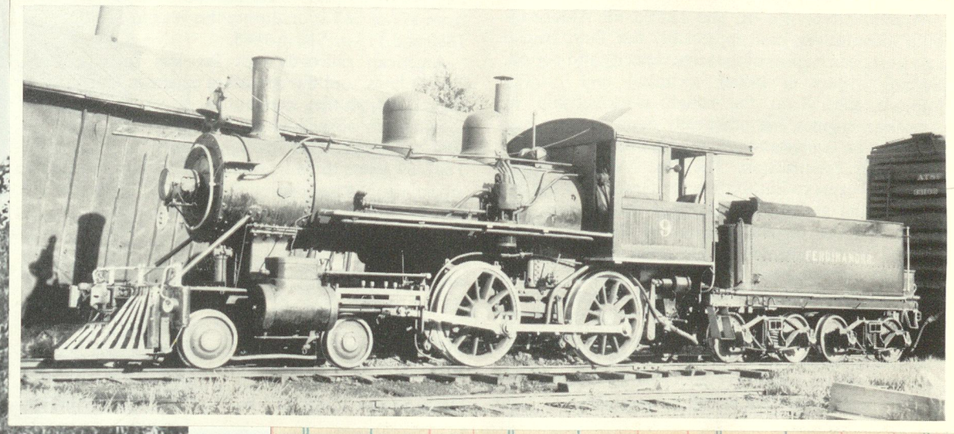
Clos. No. Sold

. No. Sold Amount

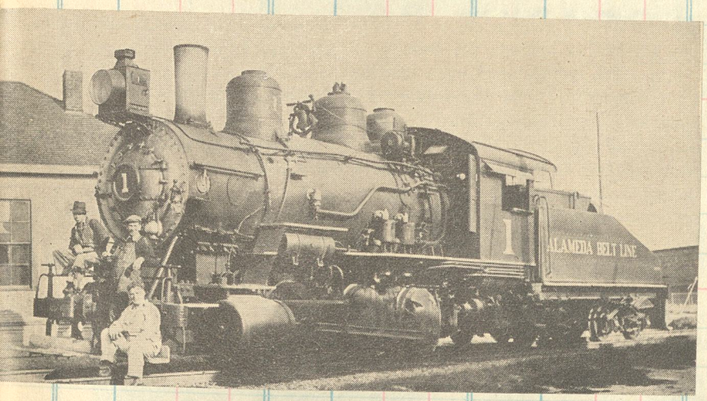
A few railroad short lines still ran some old American types in the early post-World War II era. One such fine old 4-4-0 is the Ferdinand Railroad Number 3, seen with an ex-Indiana Railroad interurban car midway between Ferdinand and Huntingburg, Ind. on July 30, 1950.

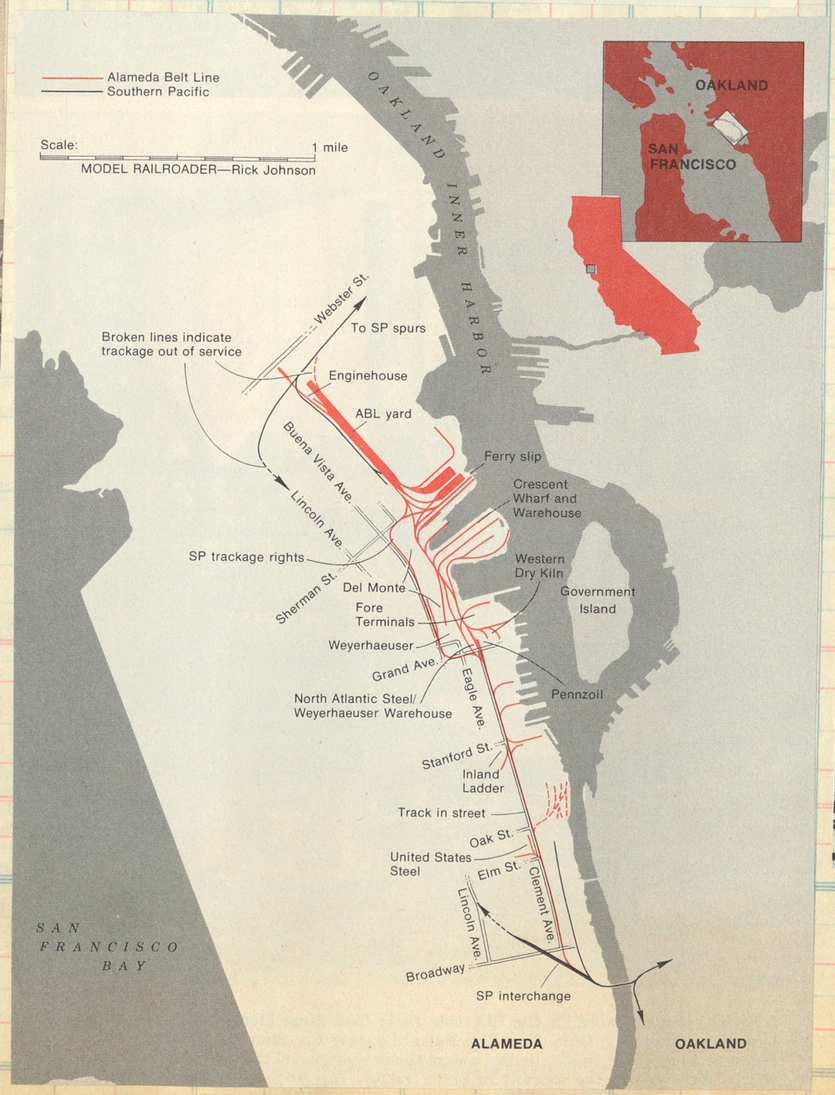
Baldwin 1913 c/n 40594

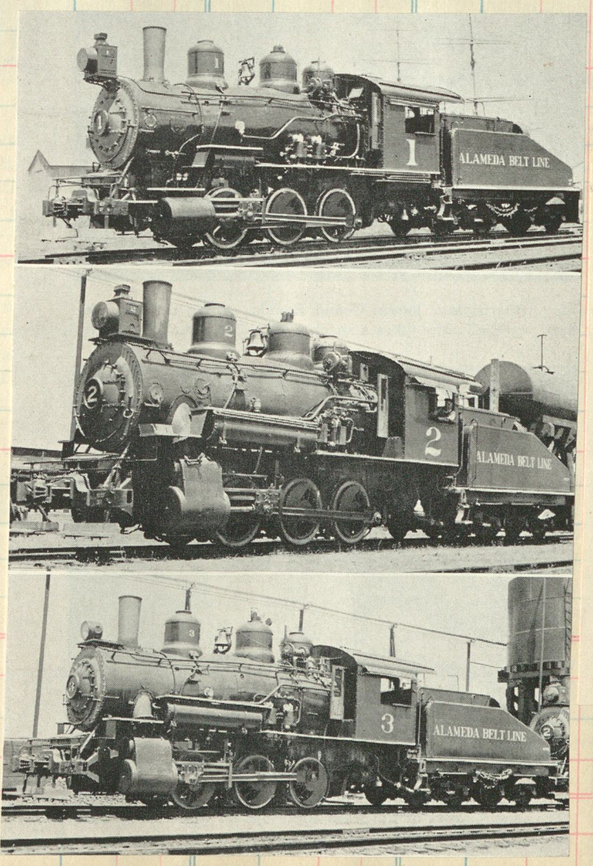
One of the last American-type to run in normal service, No. 9 of the Ferdinand Railroad in Indiana. Built by H. K. Porter at Pittsburg, the engine is shown heading a short-line freight in September 1952. (Photo: Paul Darrell)



The Alameda Belt Line







Former Santa Fe #2036,
Blt by BLW 1906 c/n 28807
To ABL #1 May 1930

Blt as Santa Fe #2039 by
Baldwin in 1911 cn 37040
To ABL #2 May 1930

Ex Santa Fe #2045 from
Baldwin 1911 c/n 37046
To ABL #3 Dec 1936

38

Midland Terminal

MIDLAND TERMINAL RAILWAY

"The Cripple Creek Scenic Line"

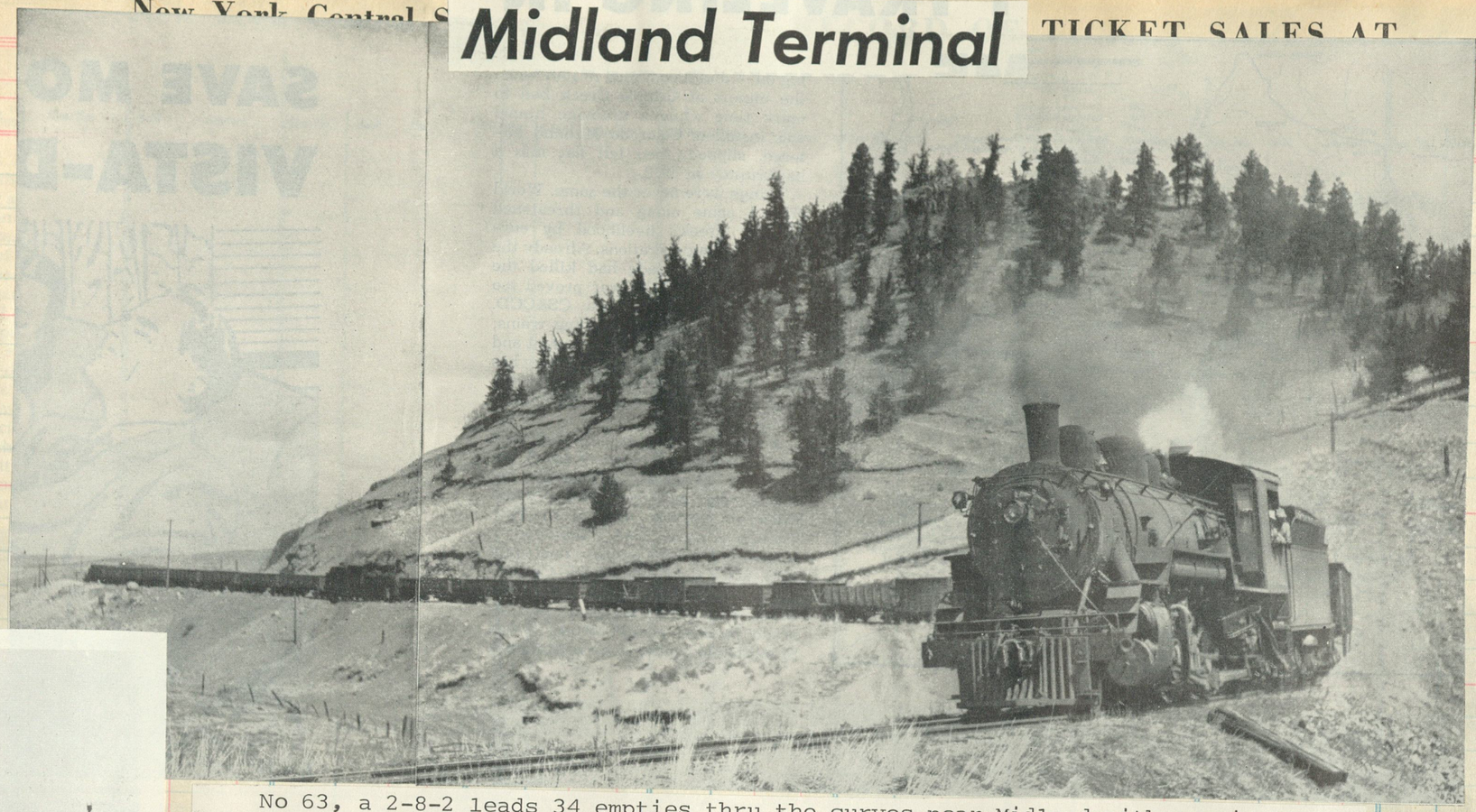
L. G. CARLTON, Chairman of Board, Colorado Springs, Colo.
SPENCER PENROSE, President, "
C. C. HAMLIN, Vice-President, "
E. W. WINSLOW, General Manager, Auditor and Traffic Manager, "
M. W. BOGART, Secretary, "
A. S. GILL, Treasurer, "
A. J. BUTLER, Car Accountant, "
P. E. BROOKS, Mechanical Engineer, "
S. W. BAKER, Purchasing Agent, "

April 23, 1933.

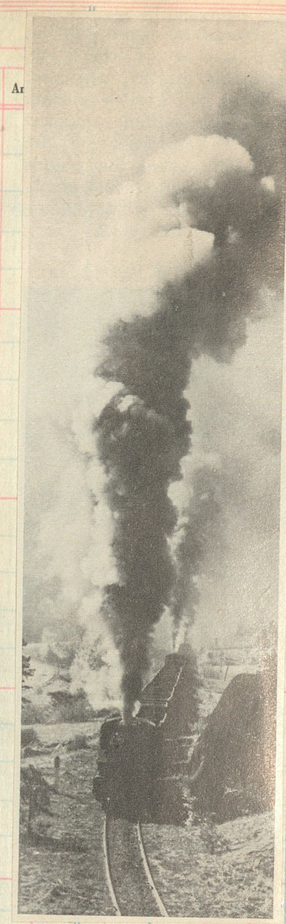
No. 3	No. 1	Mls		Altitude	No. 2	No. 4
Motor.	Motor.		(A. T. & S. F. Sta.)		Motor.	Motor.
†6 35 P M	†8 30 A M	0	+Colorado Springs. ♁	6,000	6 25 P M	7 30 A M
		1.0	Hulbert			
6 55 P M	8 45 "	3.0	+Colorado City. ♁	6,092	6 05 "	†7 10 A M
	8 52 "	6.1	Manitou	6,442	5 58 "	
	9 07 "	9.5	Crags		5 47 "	
	9 19 "	12.5	Cascade	7,421	5 42 "	
	9 25 "	14.0	Green Mountain Falls	7,743	5 34 "	
	9 40 "	20.0	+Woodland ♁	8,494	5 22 "	
	9 48 "	23.3	Edlowe	8,923	5 14 "	
	9 58 "	26.9	+Divide ♁	9,198	5 06 "	
	10 06 "	30.4	Murphy		4 55 "	
	10 14 "	33.1	Midland		4 48 "	
	10 28 "	37.2	Waters		4 36 "	
	10 40 "	41.3	Gillett	10,000	4 24 "	
	10 52 "	46.6	Gameron	10,080	4 10 "	
	10 56 "	48.3	Bull Hill	10,199	4 06 "	
	10 57 "	49.1	Independence		4 02 "	
	11 03 "	51.0	Victor Junction		3 54 "	
	11 12 "	51.6	+Victor ♁	9,775	3 45 "	
	11 17 "	51.0	Victor Junction		3 42 "	
	11 19 "	51.9	Eclipse		3 38 "	
	11 20 "	52.2	Elkton	9,692	3 38 "	
	11 24 "	53.8	Anaconda	9,516	3 34 "	
	11 30 A M	55.7	+Cripple Creek. ♁	9,522	†3 30 P M	
			ARRIVE / LEAVE			

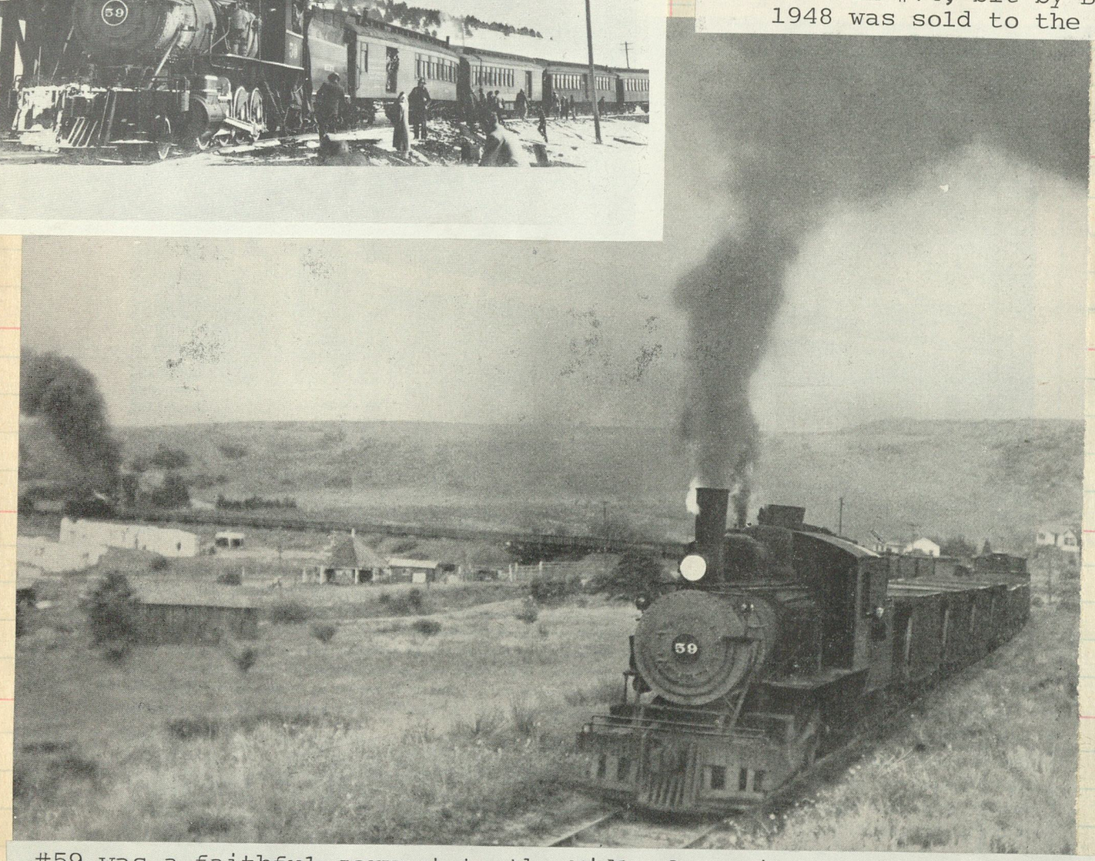
EXPLANATION OF SIGNS.

† Daily, except Sunday.
+ Coupon stations.
♁ Telegraph stations.
STANDARD—*Mountain time.*



No 63, a 2-8-2 leads 34 empties thru the curves near Midland with a pair of helpers spaced in the train. The Mike was orginally Copper River & Northwestern #74, blt by Brooks (c/n 58164) in 1917 purchased by MT in 1940, and, 1948 was sold to the Mexican Northwestern





#59 was a faithful servant to the Midland Terminal for over a half century. Blt at Schenectady as #6 in 1898, c/n 4741, she heads a passenger job at Cascade Tank about 1905 and some thirty years later she leads a train of empties, with a pair of helpers, up to Cripple Creek.

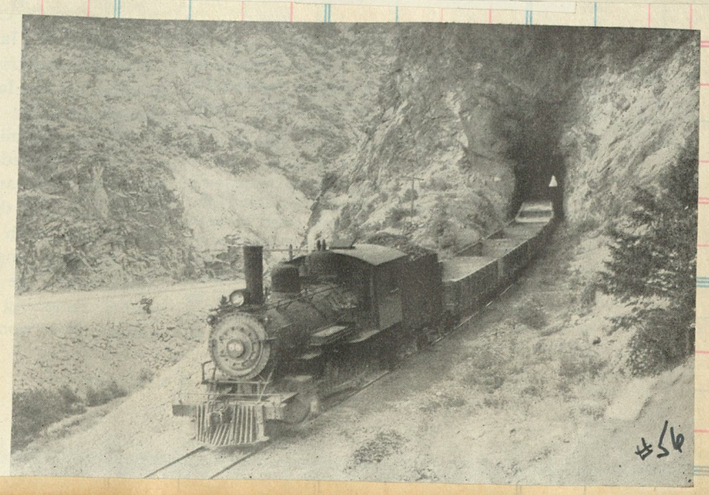
#59 blasts out of Waters Tunnel on the last trip Feby 6, 1949

TERMINAL OF THE MIDLAND AT CRIPPLE CREEK

The depot, switches, and storage tracks of the Midland Terminal at Cripple Creek, showing the yards with a water tower and engine house in the background. A train a day now arrives and departs from this town where, in the nineties, the Gold Securities Exchange was the busiest block but where now the dust gathers on disused mining tools, and the once vibrant rails are grown with weeds.

Tunnel No. 5.

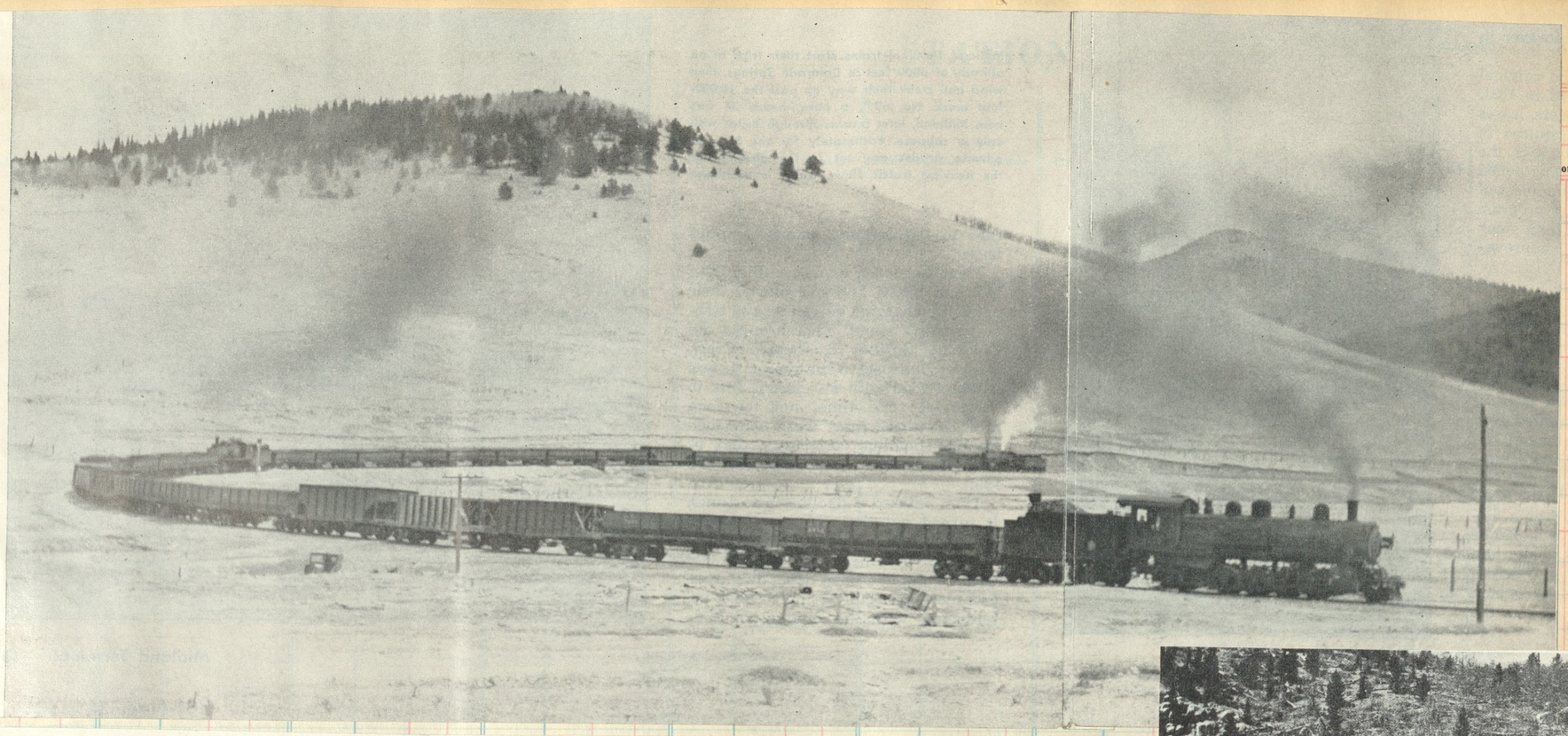
This is tunnel No. 5, scene of the runaway accident described by Albertson, as it looks today, with a train of ore empties on the Midland Terminal moving upgrade. Four engines are cut into the 51-car train. This easternmost 27 miles, bought by the Midland Terminal as the outlet for its line from Cripple Creek, is all that remains of the old Colorado Midland. A motor train runs one round trip a day for passengers.



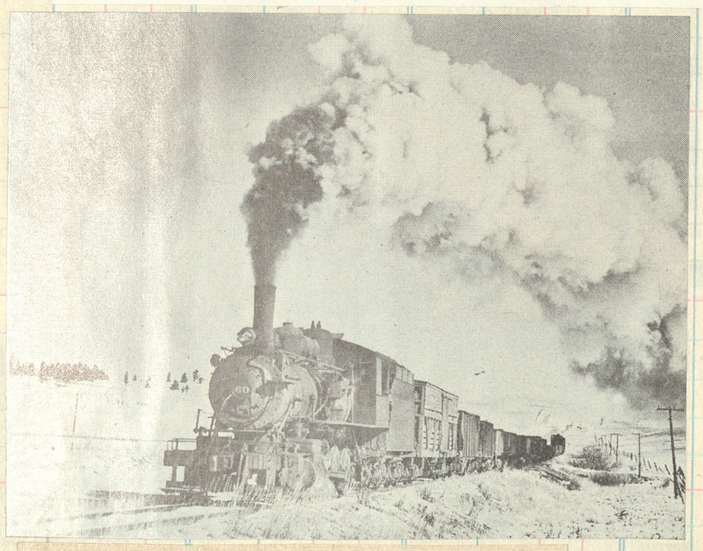
#56

CUT HERE To Make Short Sheet

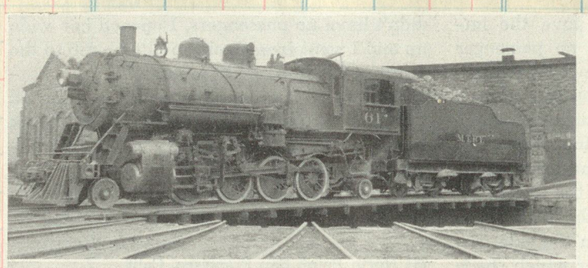
Clos. No. | Sold | Amount

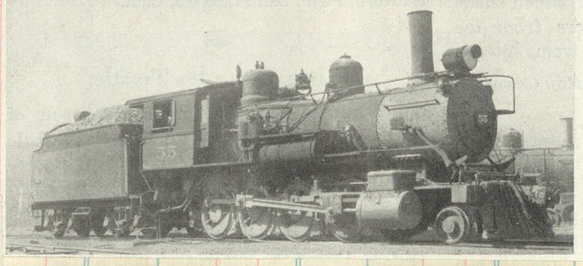


#63 (2-8-2), #57 (2-8-0) and #66 (2-6-0) with 34 empties near Bull Hill.



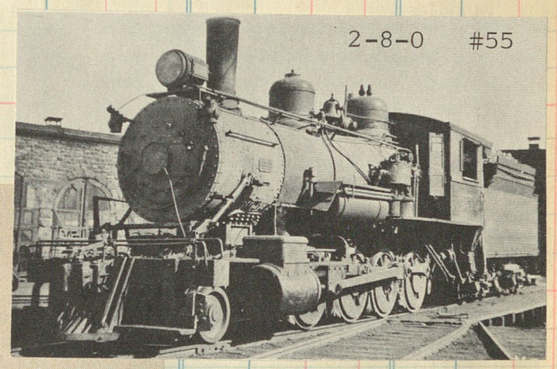
#60 hard at work near Divide



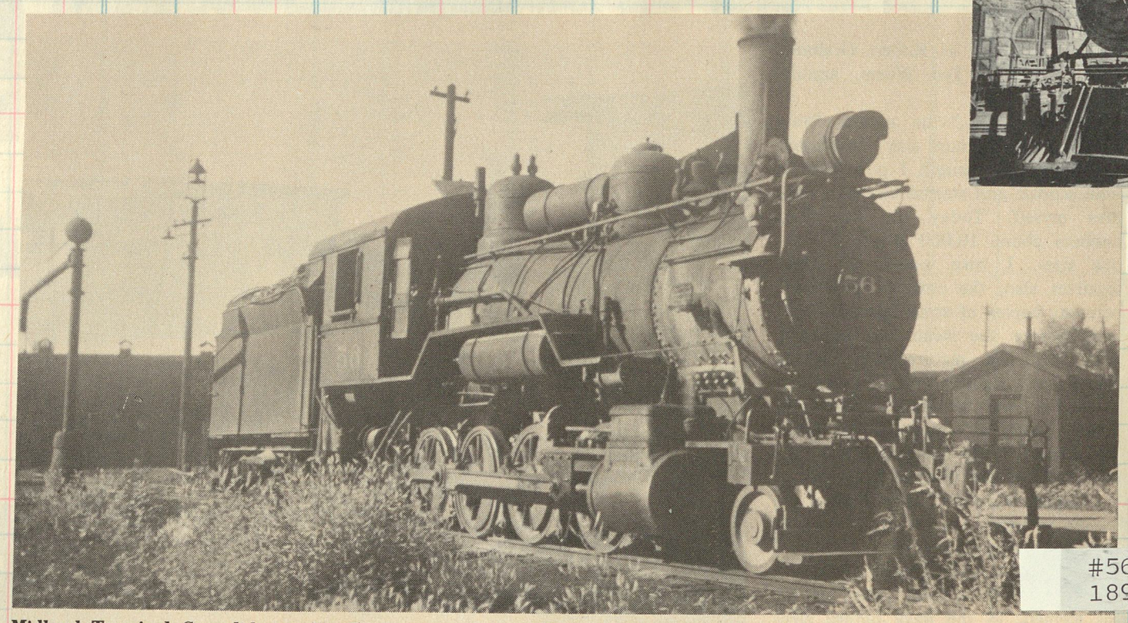


Was Consolidation; now Mikado.

No. 61 of the Midland Terminal was originally a Consolidation, but to reduce the weight on drivers a trailing truck was added. No. 55 is a typical MT Consolidation type locomotive.



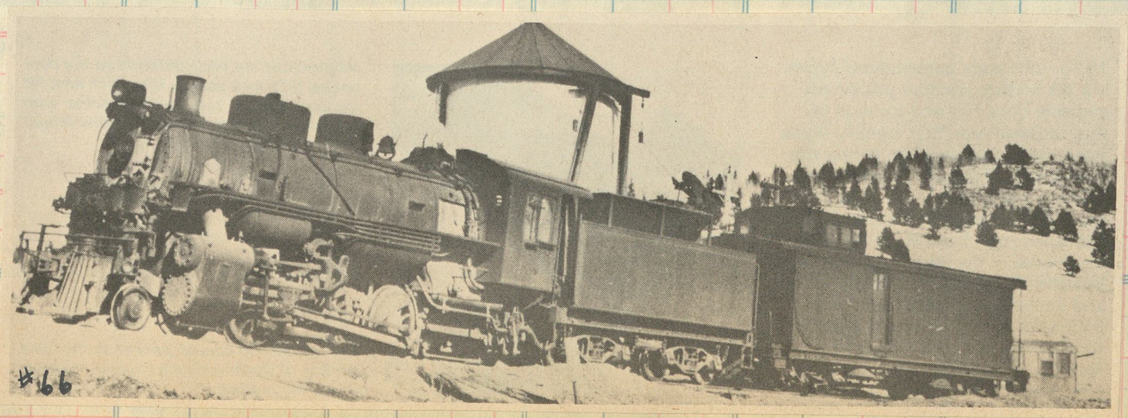
Blt as #2 [see next page] by Schen 1896 c/n 4428



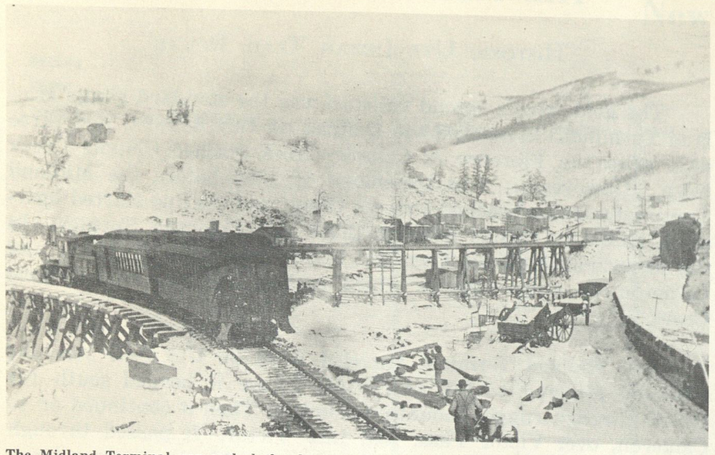
Midland Terminal Consolidation No. 56 just outside roundhouse on house track at Colorado City, Colo., in happier days.

#56, org #3, Schenectady 1896, c/n 4429

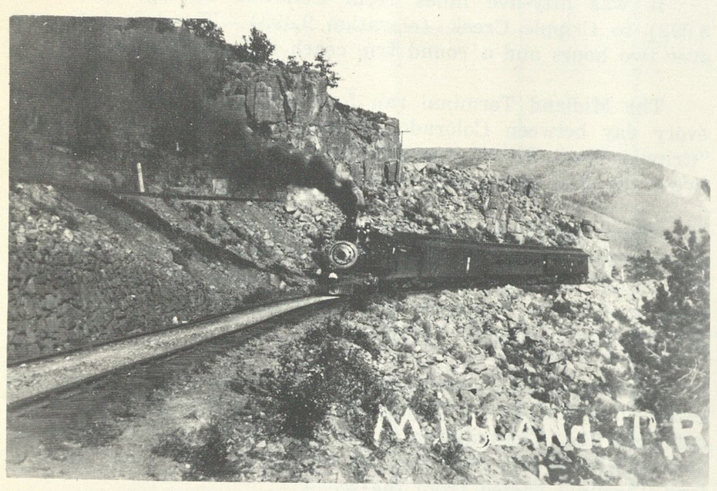
#63 blasting thru Divide, former junction point with old Colorado Midland



Cascade Tank



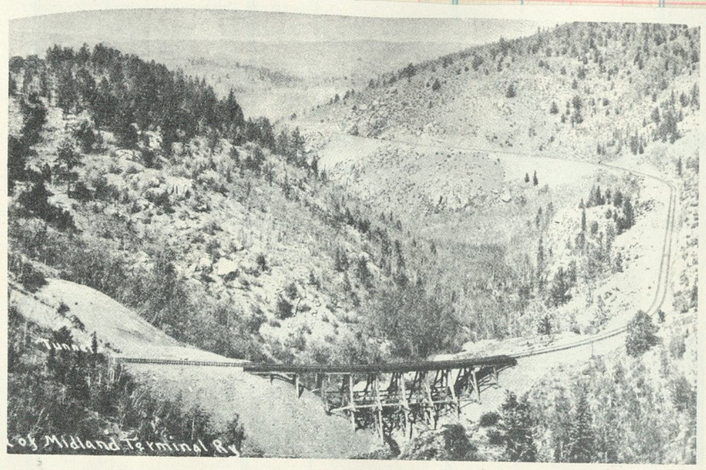
The Midland Terminal approached the depot at Cripple Creek over Poverty Gulch near the spot where Bob Womack discovered gold in 1890 and started the last of the great gold rushes. (Denver Public Library Western Collection)



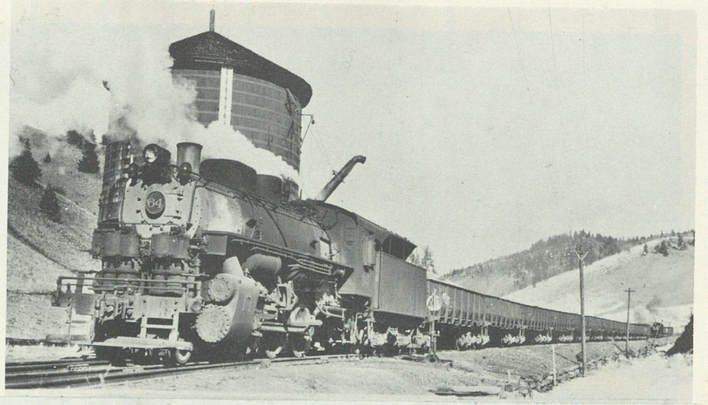
During the boom years, the Midland Terminal ran four passenger trains each way each day between Colorado Springs and Cripple Creek. (Denver Public Library Western Collection)

Gillett was the District's "gateway" city. This was the Midland Terminal depot there.

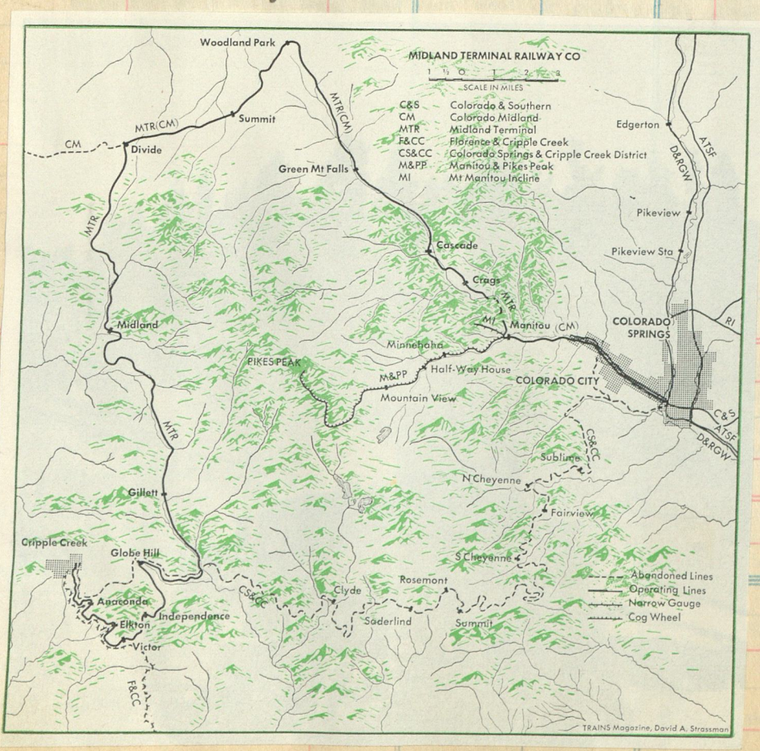
Until the trains came, stage lines connected Cripple Creek with the towns of Florissant and Divide on the Colorado Midland Railway. (Collection of Ray Ziegler)

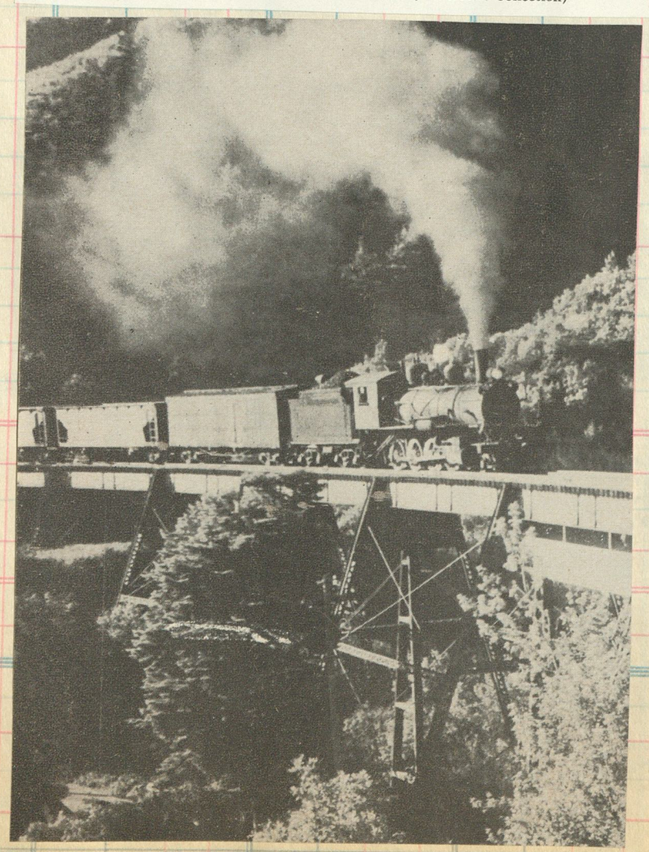


After the abandonment of the Midland Terminal in 1949, Colorado built a new highway to Cripple Creek over the old railroad grade.



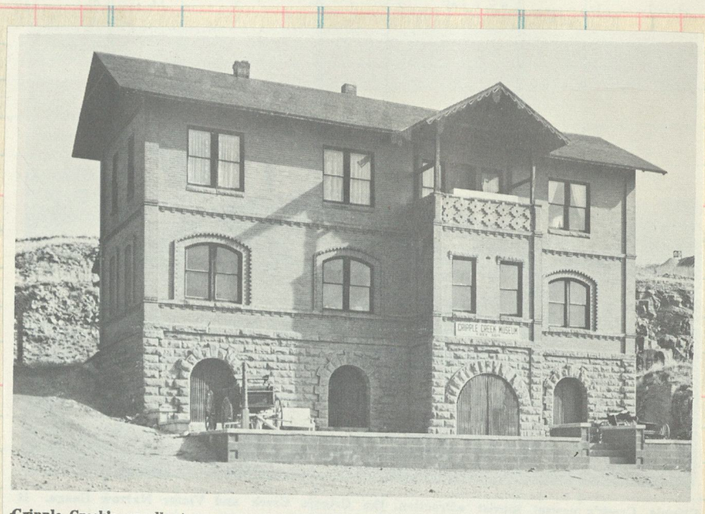
As late as January of 1949, the Midland Terminal was still hauling great loads of gold ore out of the Cripple Creek District. (Denver Public Library Western Collection)



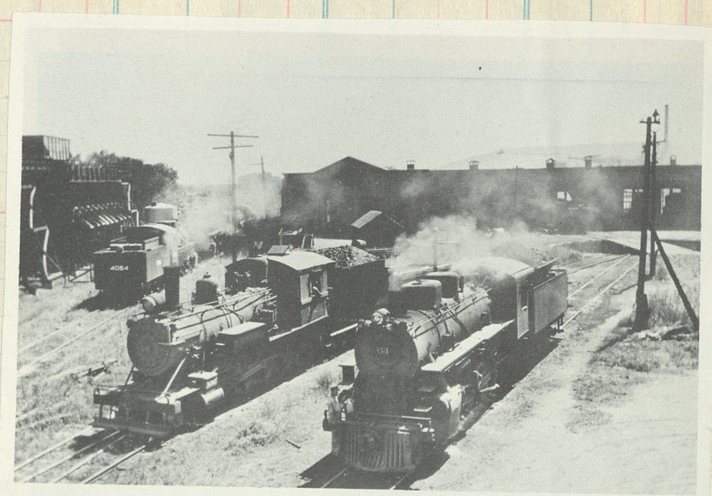


NEAR MANITOU

When Cripple Creek was Colorado's fourth biggest city, street cars operated on its principal streets. This was Bennett Avenue in 1908. The building at the end of the street is the Midland Terminal depot. (Pioneer Museum, Colorado Springs)



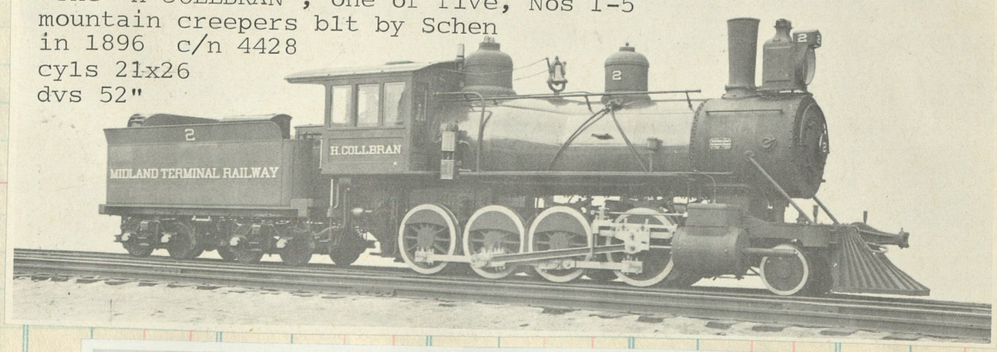
Cripple Creek's excellent museum was once the Midland Terminal Railroad Station.



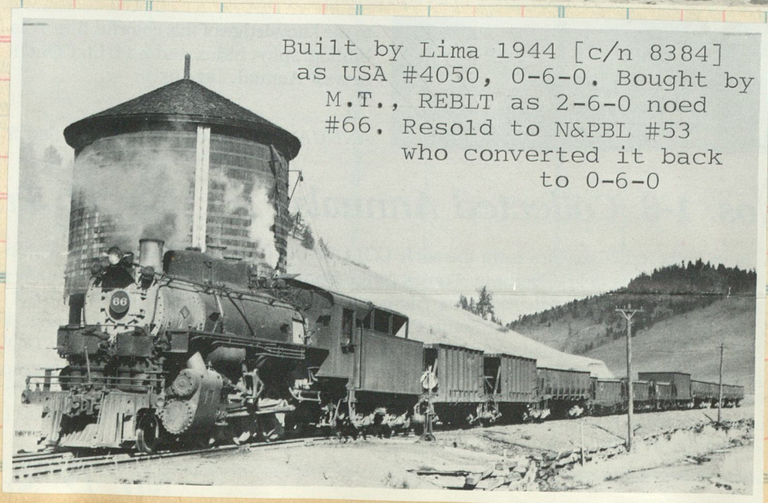
The Midland Terminal's main yards were in Colorado Springs near the giant Golden Cycle Mill where Cripple Creek's gold ore was processed. (Denver Public Library Western Collection,

#64, 2-6-0, blt as USA 4051 by LIMA 1944 c/n 8385
as an 0-6-0. To N&PBL #50

The "H COLLBRAN", one of five, Nos 1-5
mountain creepers blt by Schen
in 1896 c/n 4428
cyls 21x26
dvs 52"



Built by Lima 1944 [c/n 8384]
as USA #4050, 0-6-0. Bought by
M.T., REBLT as 2-6-0 noed
#66. Resold to N&PBL #53
who converted it back
to 0-6-0

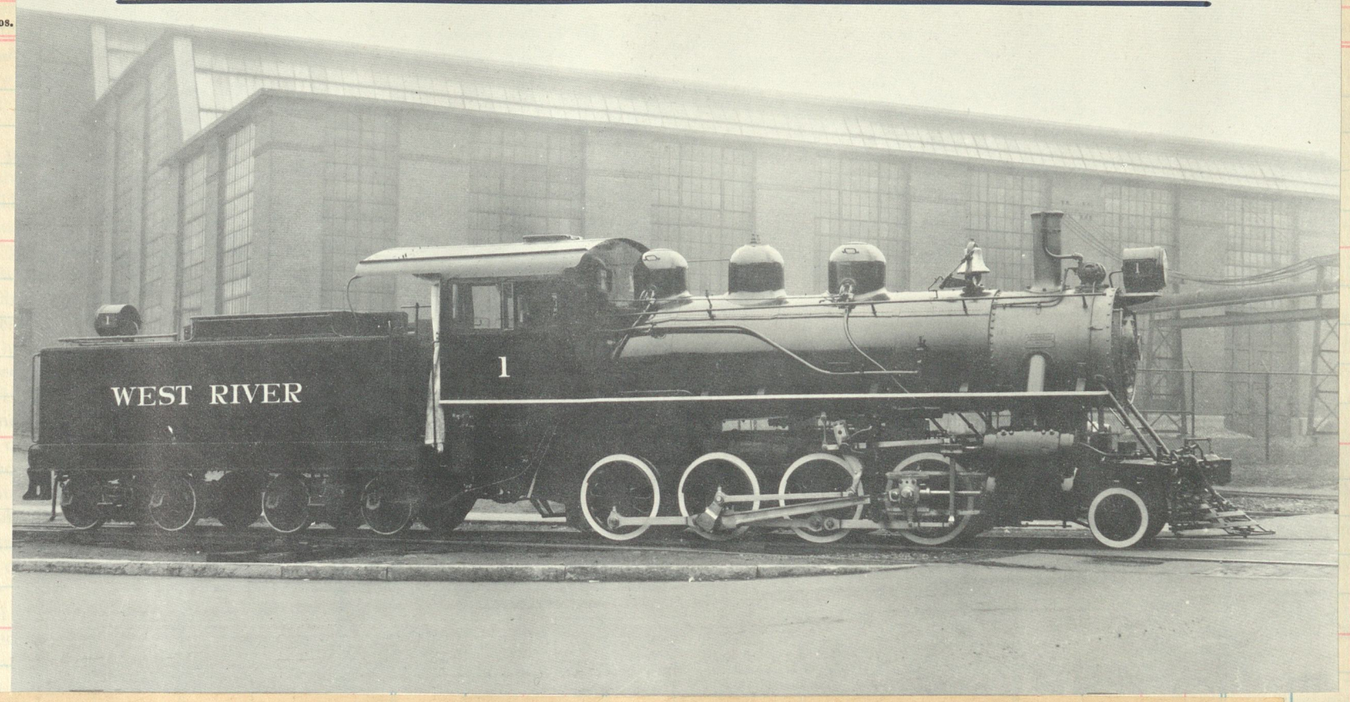


CUT HERE To Make Short Sheet

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos.

Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

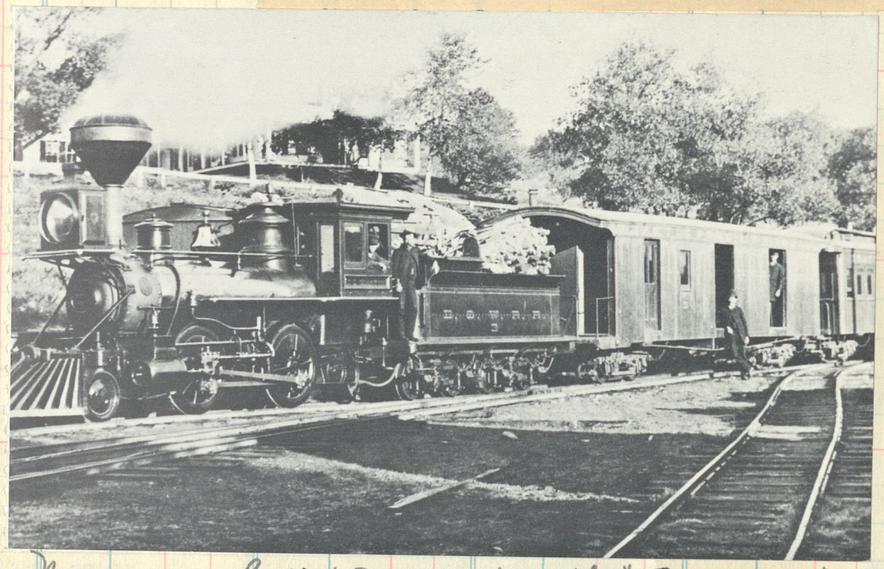
West River



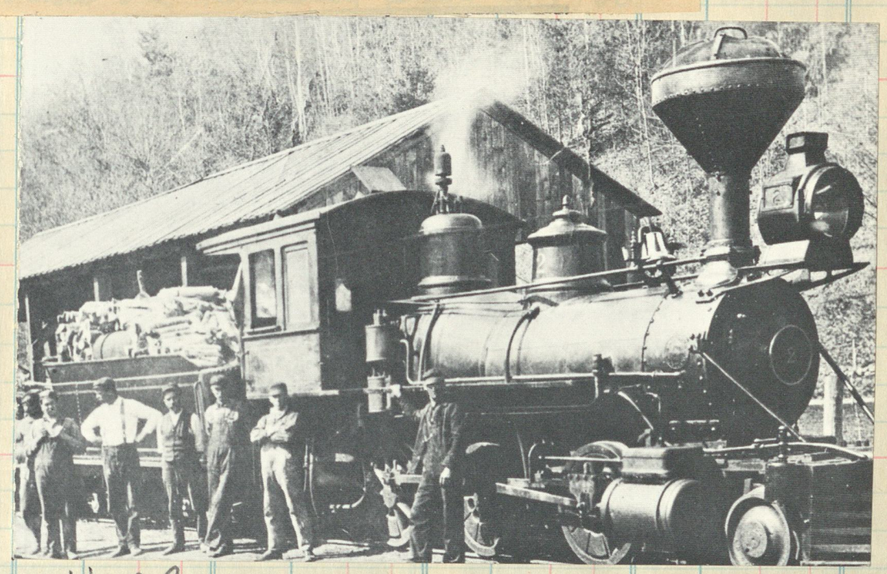
W. H., Morrisville, Vt.—The West River RR, which runs between Brattleboro and S. Londonderry, Vt., 36 miles, was chartered in 1905, following the reorganization of the old Brattleboro & Whitehall. Now standard gage, it has 2 locomotives, 26 cars. In 1933 it was leased by J. G. Ashley of S. Londonderry, Vt., and has 9 stockholders.

A classic 2-8-0 built by Cooke [c/n 65198] in 1924. Rebit at Cooke (as shown) in Nov 1930. Later to Frankfort & Cincinnati #14; sold again to StRegis Paper Co. (New York operation)

[data unconfirmed]



Narrow gauge B&W #3 a 2-4-0, the "J. L. MARTIN" at So Londonderry Vt in June 1881.



West River #2, a narrow gage 2-6-0

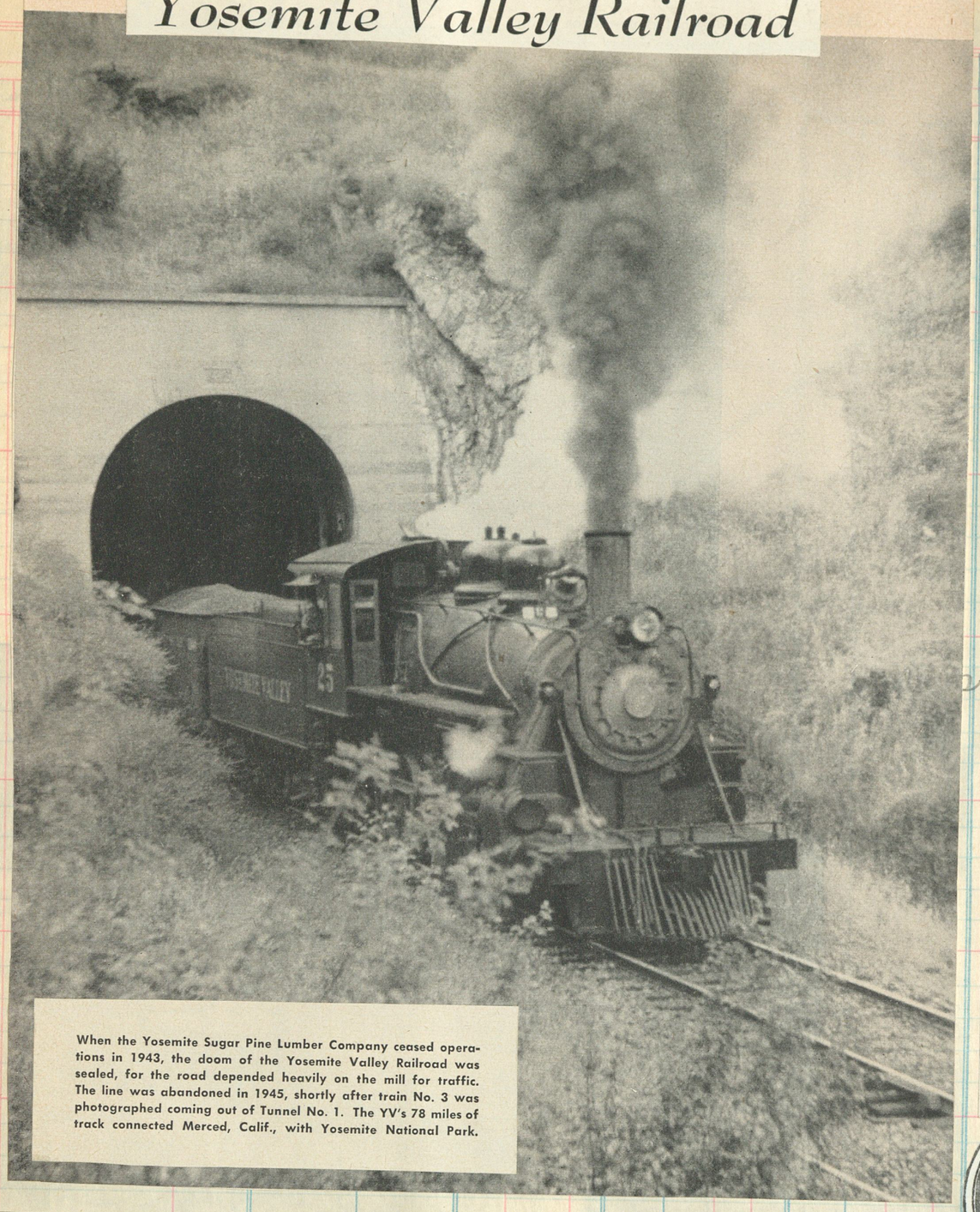
Result when the bridge across West River Collapsed in 1886 Brattleboro, Vt

No 33, a standard gauge 4-4-0 ready to depart So Londonderry with train for Brattleboro. Road changed over standard gauge in 1905

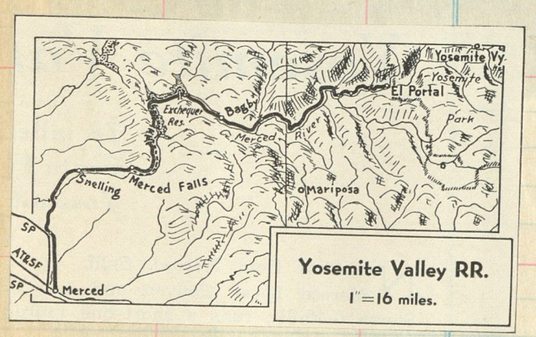
42

SELLER
DATE
FORM

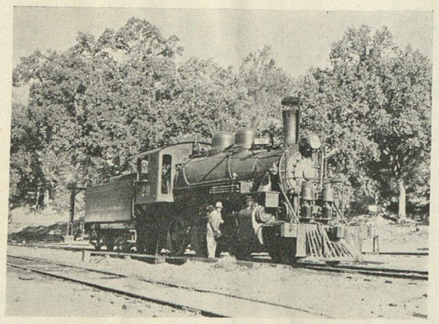
Yosemite Valley Railroad



When the Yosemite Sugar Pine Lumber Company ceased operations in 1943, the doom of the Yosemite Valley Railroad was sealed, for the road depended heavily on the mill for traffic. The line was abandoned in 1945, shortly after train No. 3 was photographed coming out of Tunnel No. 1. The YV's 78 miles of track connected Merced, Calif., with Yosemite National Park.



Yosemite Valley RR.
1"=16 miles.



A. C. Kalmbach.

Cash to Agent

Agent's Signature

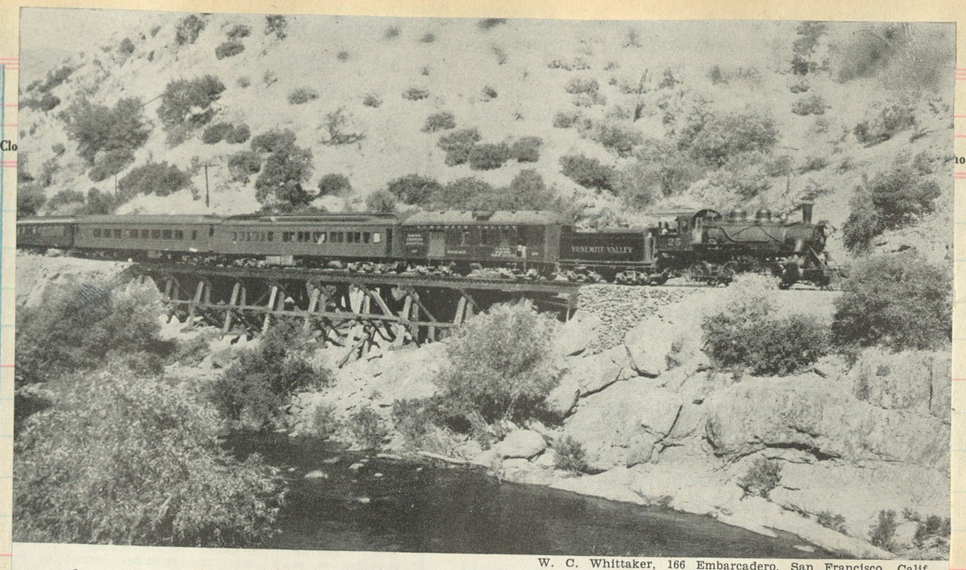
Cash to next Seller

Next Seller's Signature

Total Accounted for

Clo

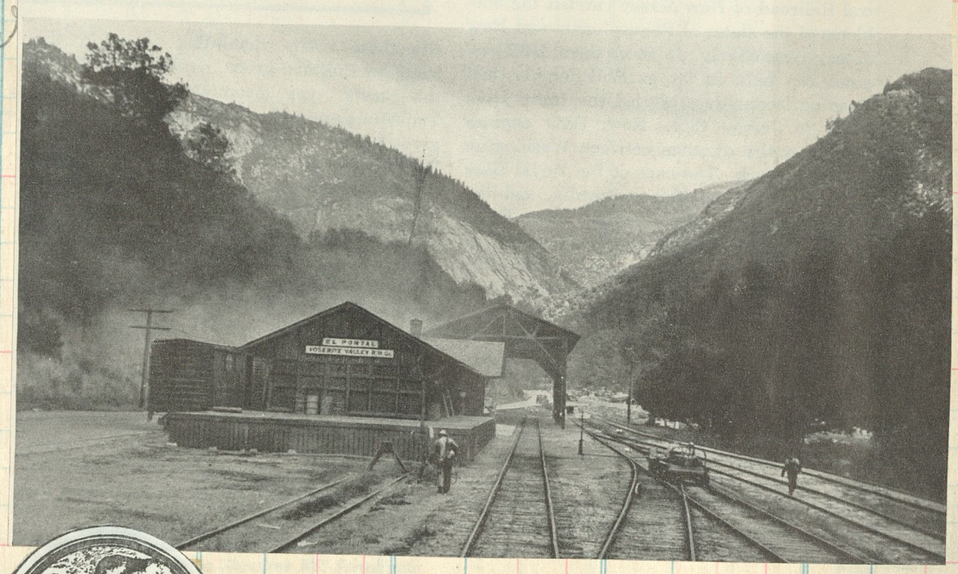
ount | Clos. No. | Sold | Amount



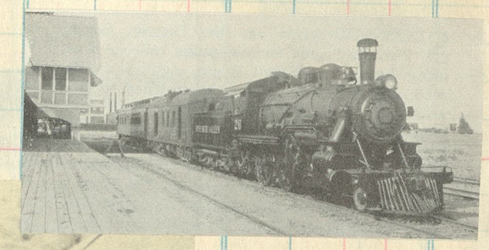
W. C. Whittaker, 166 Embarcadero, San Francisco, Calif.

Up the Merced River to Yosemite National Park.

In the photo above, engine 25, one of eight, pulls the daily train east of Briceton. Below is the station at El Portal, where Yosemite Park visitors change to motor stage, and on the opposite page engine 22 is ready to leave El Portal for the evening run to Merced. The trip to Yosemite National Park is indeed a scenic one even before the park is reached, as the Merced River itself has cut a deep V-walled canyon typical of the region, and it is up this canyon that the Yosemite Valley Railroad winds its way. To a railfan the reverberations of the locomotive's exhaust is an added attraction, one not found within the limits of the park.



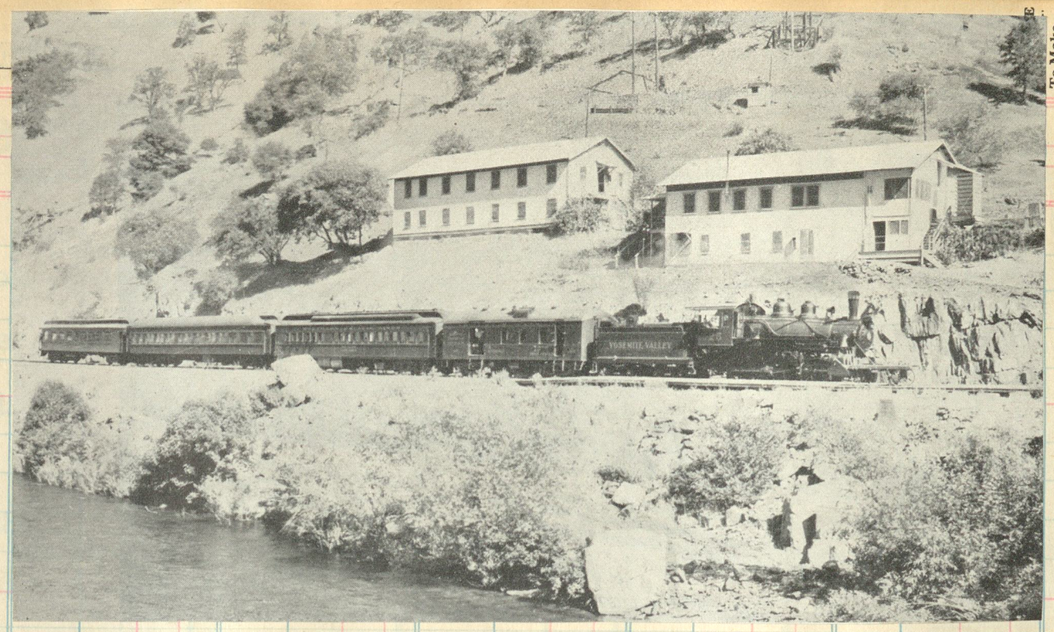
YOSEMITE VALLEY RAILROAD CO.



Page 8

Of the ten locomotives of the Yosemite Valley Railroad that once steamed up the Merced River Canyon to El Portal, California, the gateway to magnificent Yosemite, this is the only engine remaining in existence today and it is understood to be in service somewhere in the Republic of Mexico. It was built new for the YVRR by Baldwin in 1922 and remained on its parent road until its unwarranted abandonment in 1945 except for a time during the war when it was used by the Southern Pacific. Photo at El Portal in January of 1941.

Rogers 1907 c/n 43167



To Make Short Sheet

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Emory

TIME-TABLE

No. 2	Mls.	September 3, 1935.	No. 3
		(Atch. Topeka & S. Fe.)	
11 00 P M		lve.... San Francisco....arr.	7 50 A M
		(Southern Pacific.)	
11 40 P M		lve.... San Francisco....arr.	10 12 P M
		(Southern Pacific.)	
6 00 P M		lve.....Los Angeles.....arr.	8 45 A M
		(Yosemite Valley.)	
*8 50 A M		lve .Merced[1] (S. P. Depot) .arr.	5 20 P M
8 55 "	0	lve..Merced (Y. V Depot) ..arr.	– –
– –		lve..Merced (Santa Fe Depot) .arr.	– –
f9 14 "	11	.....Edendale.....	f4 57 "
f9 22 "	15	.....Hopeton.....	f4 48 "
9 27 "	18	.....Snelling.....	4 44 "
9 40 "	24	.....Merced Falls.....	4 32 "
f9 55 "	31	.....Exchequer.....	f4 16 "
f10 08 "	36	.....Barrett.....	f4 05 "
f10 18 "	39	.....Jasper.....	f3 51 "
f10 22 "	41	.....Detwiler.....	f3 46 "
f10 30 "	44	.....Kittridge.....	f3 37 "
10 42 "	48	.....Bagby.....	3 27 "
f10 58 "	54	.....Lehmer.....	f3 10 "
f11 03 "	56	.....Kocher.....	f3 05 "
f11 18 "	61	.....Briceburg.....	f2 50 "
f11 36 "	67	.....Emory.....	f2 32 "
– –	70	.....Bloss.....	– –
f11 50 "	72	.....Clearing House.....	f2 19 "
11 54 A M	73	.....Incline.....	2 15 "
12 10 P M	78	arr..... El Portal[2] .....lve.	*2 00 P M
12 15 P M		lve..... El Portal (Stage)..arr.	1 50 P M
1 00 P M	93	.....Yosemite.....	*1 10 P M
		ARRIVE	LEAVE

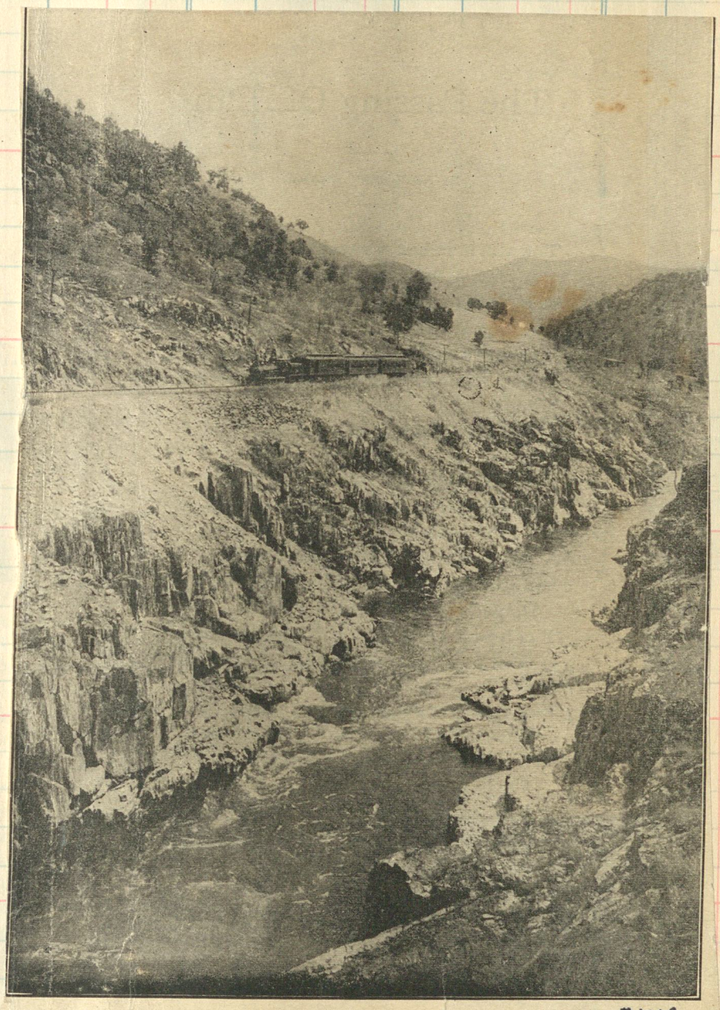
Trains Nos. 2 and 3 carry Observation Parlor Car.

*Daily; f flag stop. STANDARD—*Pacific time.*

CONNECTIONS.

[1] With Southern Pacific Lines and Atchison, Topeka & Santa Fe Railway.
[2] With stages for all parts of Yosemite National Park.

Rogers 1907 c/n 44389



TRAIN ENTERING BOX CANON, YOSEMITE VALLEY RAILWAY.

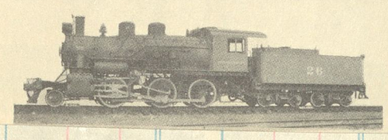
The railway follows the wanderings of the Merced River from Merced to El Portal on the boundary line of the National Park. The scenery is unsurpassed on this continent.

OKM

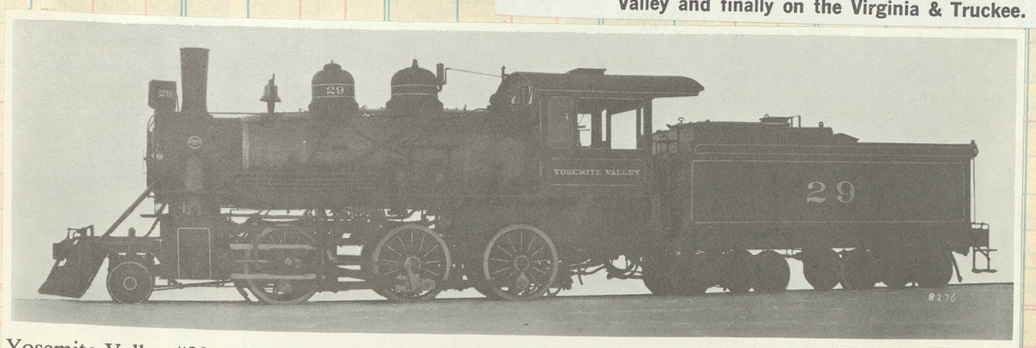
J. D., Burlingame, Calif.—The Yosemite Valley Railroad was incorporated under the laws of California in 1902, and began operating five years later. In Oct., 1934, the road was reorganized.

YVRR trackage extends 77.6 miles from Merced to El Portal, Calif., with an additional branch line mile and 12½ miles of sidings. The road owns 8 locomotives and 273 passenger and freight cars.

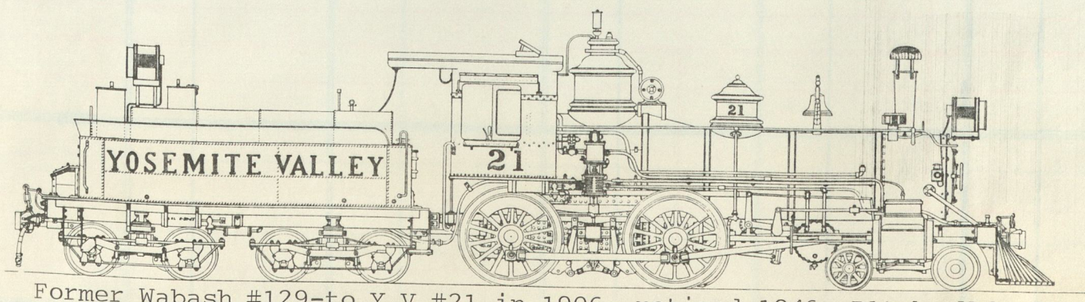
Richmond 1924



Yosemite Valley #107 had a unique history being first on the Southern Pacific, then the Yosemite Valley and finally on the Virginia & Truckee. It ran in the V&T's last train in 1950.



Yosemite Valley #29, 1922, 2-6-0 type. Baldwin c/n 55275



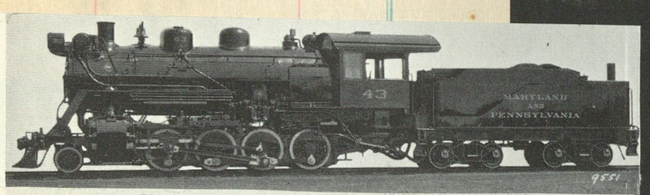
Former Wabash #129-to Y V #21 in 1906, retired 1946. Blt by Wabash 1881

SELLER
DATE
FORM DESTINATION Amt.

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

Ma & Pa

ALL THE CHARM and quaintness of American short-line railroading is expressed in this silhouette by James P. Gallagher. Bowling along toward Baltimore is Maryland & Pennsylvania's newest steam engine, No. 43 (Baldwin 1925), with just a box car between tank and caboose. The trestle is at Sharon, Md., and excepting the feedwater heater and the bobber's radio, the scene might surely date back to Woodrow Wilson.



Last engine for the Ma & Pa -BLW 1925

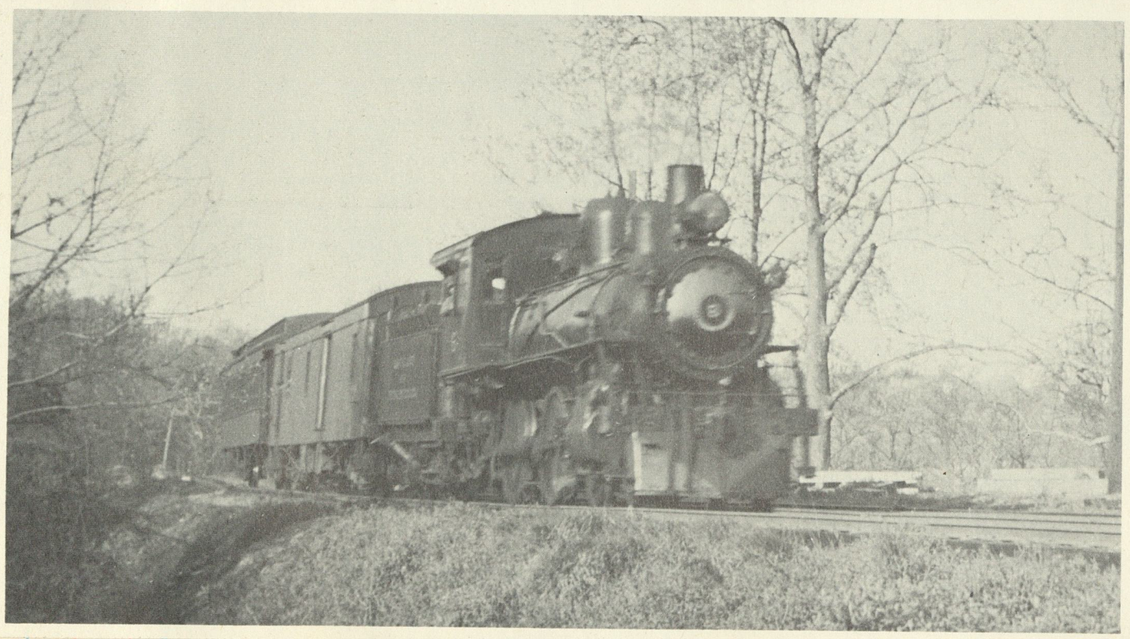
WHAT RAILFAN hasn't heard of the "Ma and Pa"? Here we see one of their Consolidations which for years did its duty well as a reliable, efficient freight hauler. With superheater, and a feedwater heater it was enabled to realize its boiler potential.

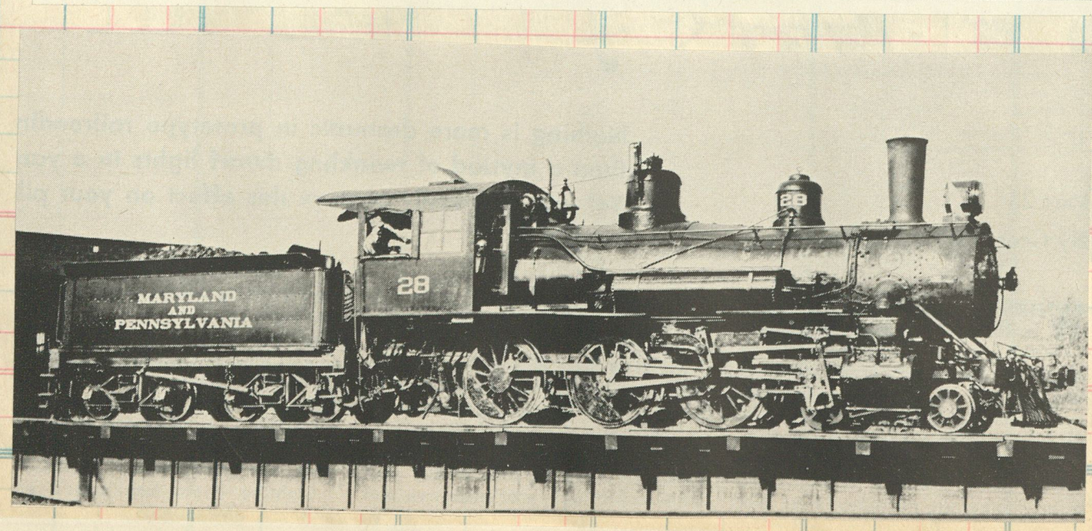
Cylinders, 22″ × 28″ Boiler diameter, 76″
Drivers, 51″ Weight, total engine, 207,050 lb. 4N38491

L. C. F., Rocks, Md.—The Maryland & Pennsylvania was organized in 1901 as a consolidation of the Baltimore & Lehigh and the York Southern, two old Pennsylvania lines dating back several years. It runs between Baltimore, Md., and York and Dallastown, Pa., 81 miles, and is doing fairly well, just managing to cover its fixed charges.

Maryland and Pennsylvania Railroad Train No. 3 with Engine No. 6 near Towson, Md., May 5, 1943 northbound after crossing Jail Trestle.

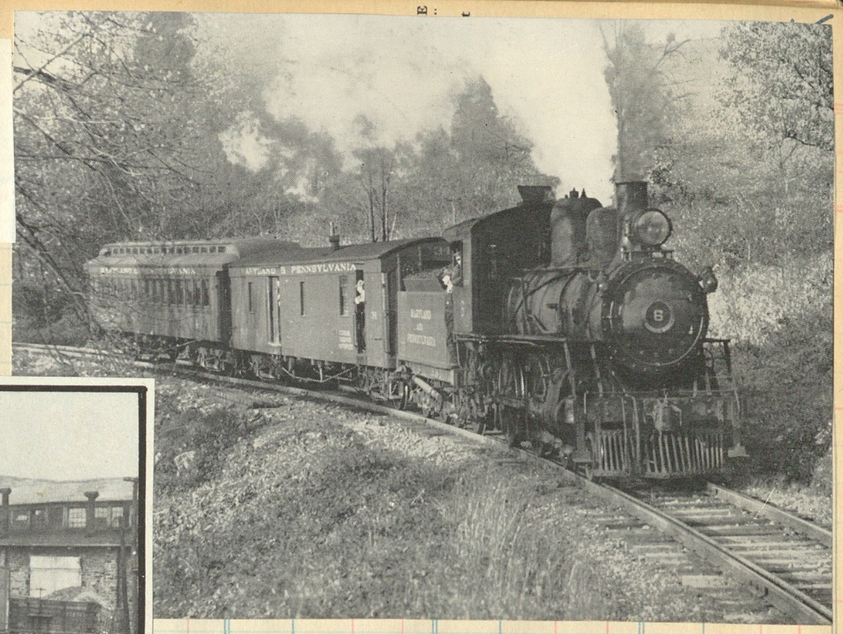
Charles T. Mahan, Jr.

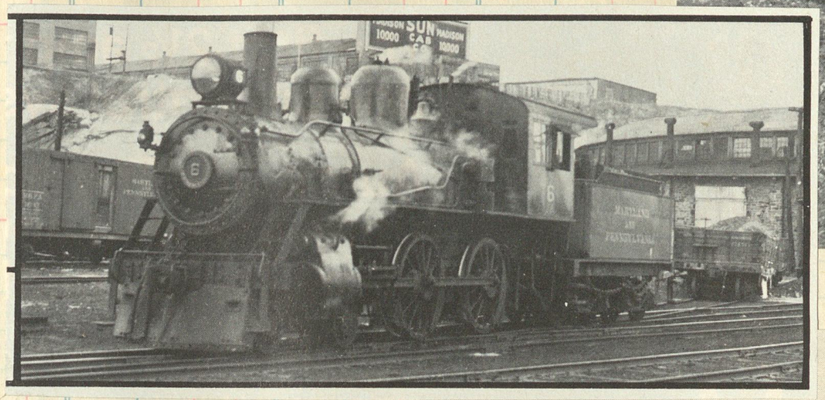


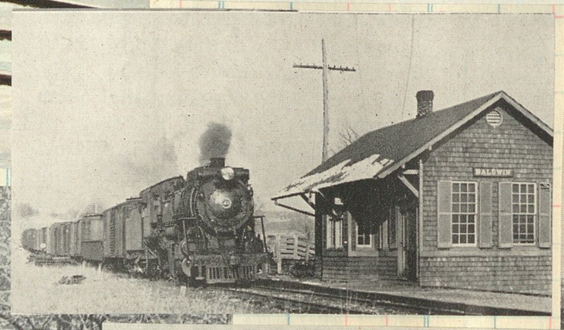


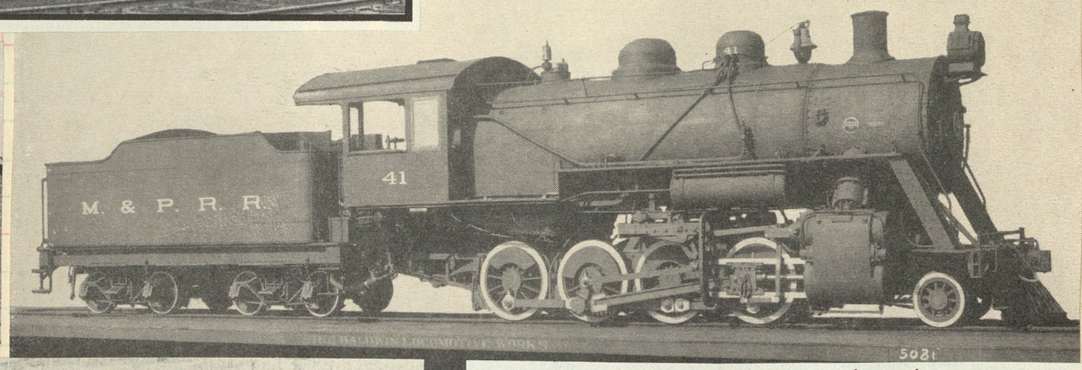
No 28 was the last Ten wheeler received. Built by Baldwin in 1910 but with only 56" wheels she was hardly a "speed queen". Other specs were: cyls 19x 24, BP 180# wt 208,633, T E 23,660. c/n 34995 Southern valve gear Ret 1947

In 1901 three 4-4-0's were ordered from Richmond, C/n 3287-3289, noed 4-5-6. They had cyls 17x24, dvs 62", B P 180# wt 183,100# and T E 16,640. No 6 rec'd superheater in 1917, piston valves in 1924, retired on her 50th birthday.

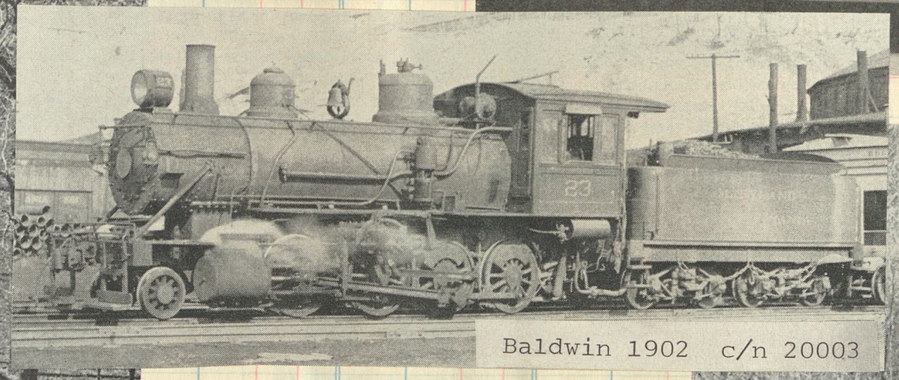






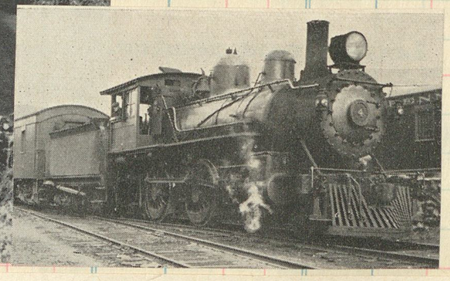


Two of the sturdy Consolidations, Nos 41&42 delivered by Baldwin 1914. c/n's 41504-41505. Cyls 22x28, dvs 51" BP 190 wt 316,530 T F 43,000#

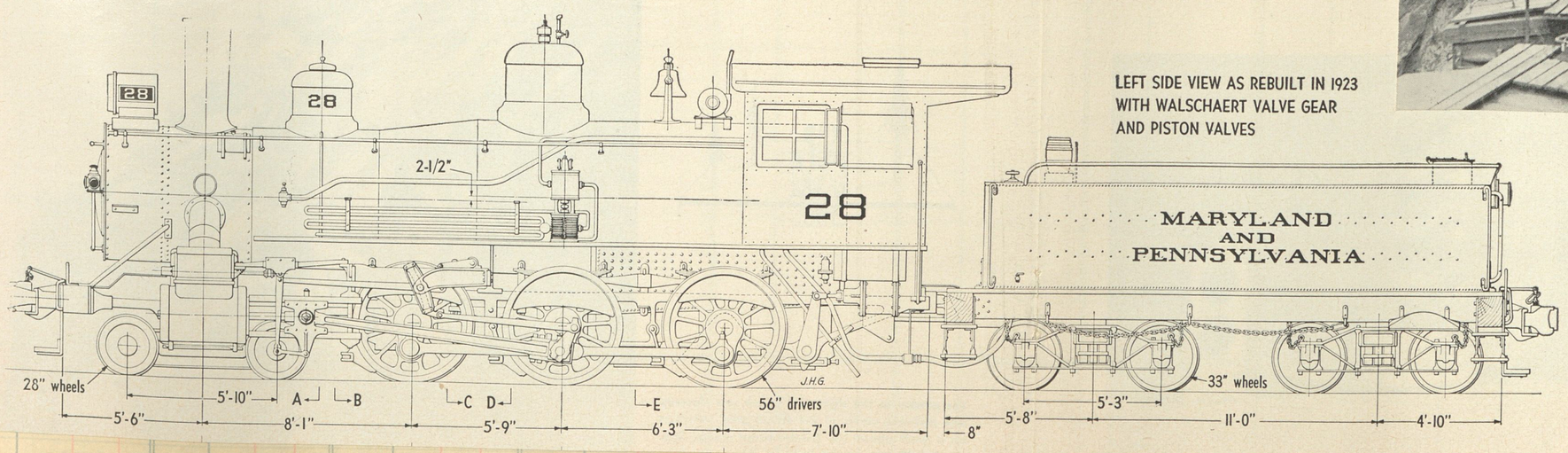


Baldwin 1902 c/n 20003

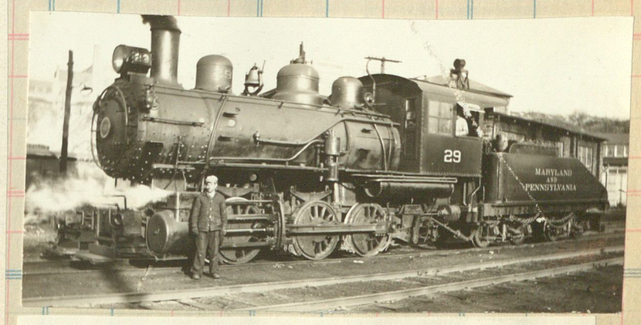
]<- #42 with a respectable cut of cars rumbles across the Deer Creek bridge near Rocks. Squealing thru one of the -->[476 curves that made up 47 per cent of the total m/1 mileage!



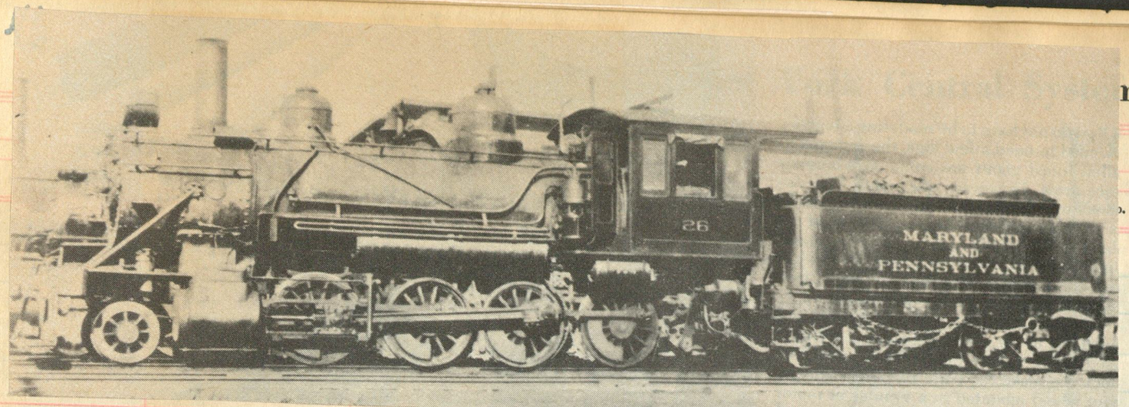
4
4-4-0
Richmond 1901

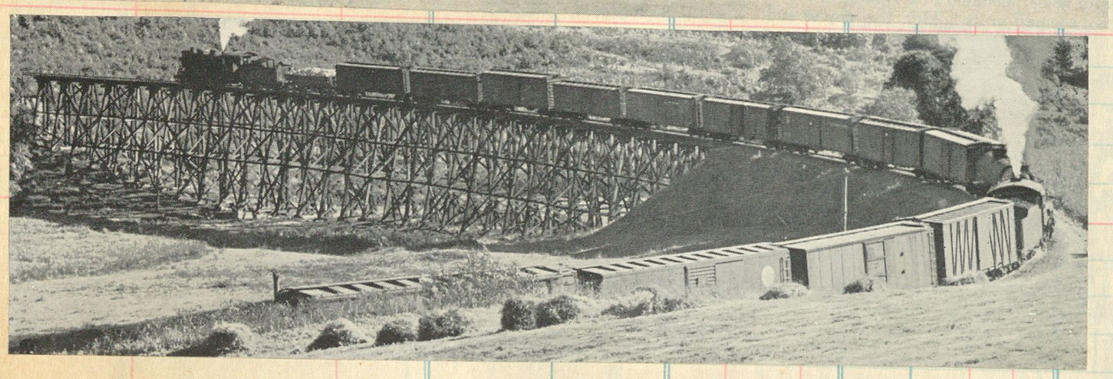


LEFT SIDE VIEW AS REBUILT IN 1923 WITH WALSCHAERT VALVE GEAR AND PISTON VALVES

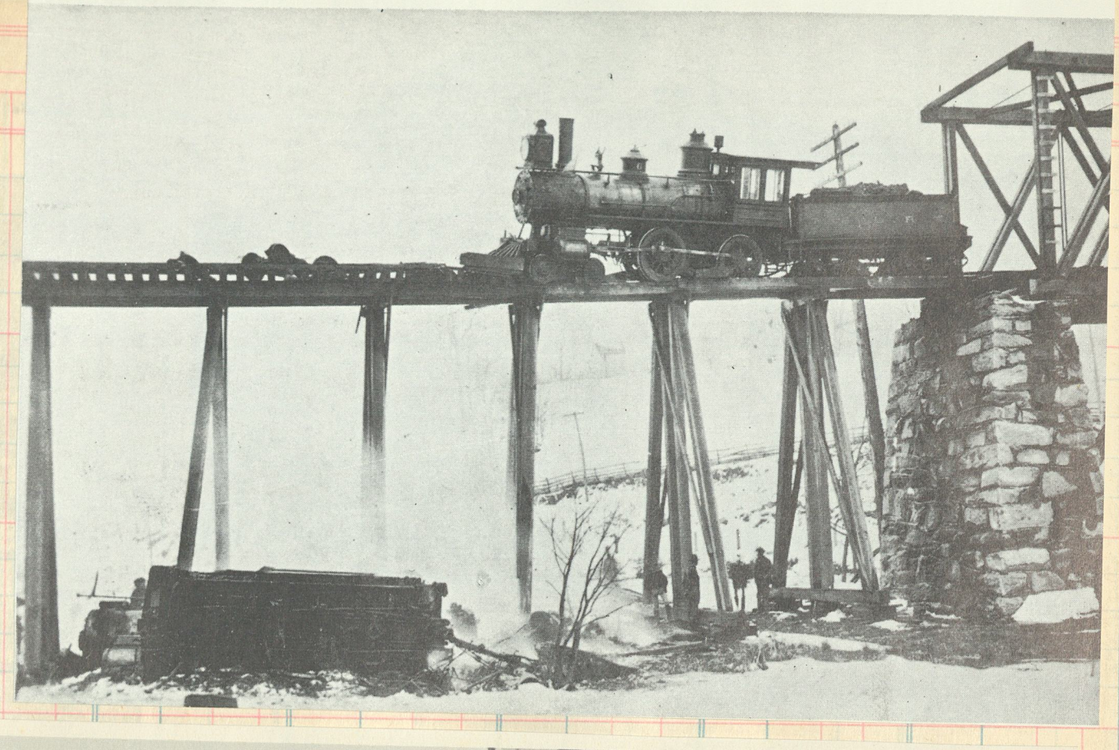


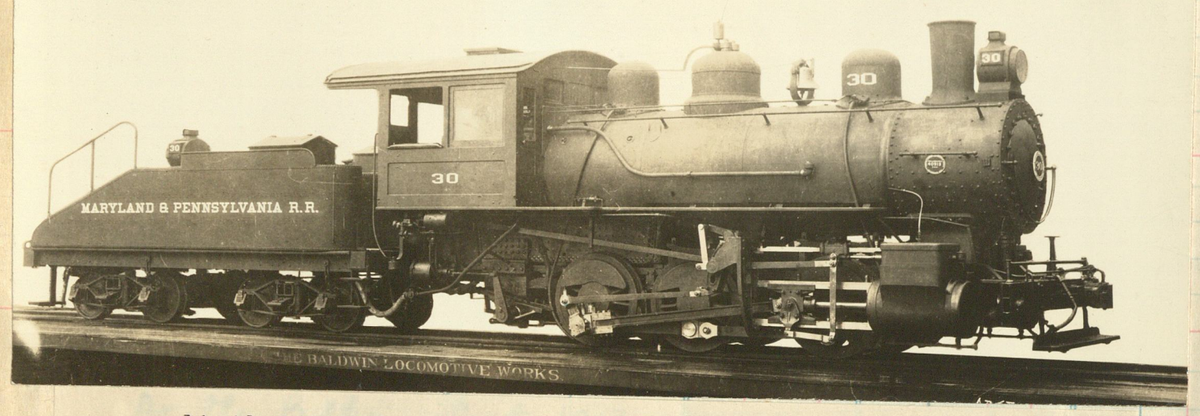
Baldwin 1913 c/n 39492
foto by Ed May





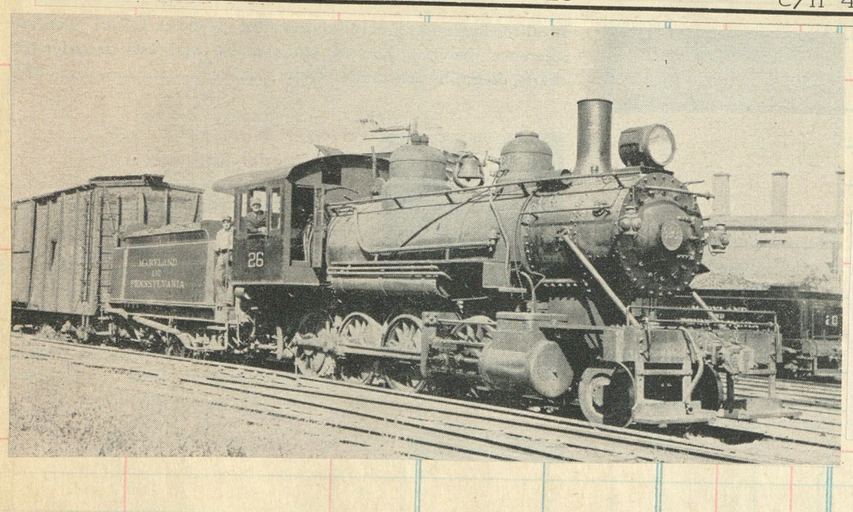
HER SISTER ON THE GROUND the Baltimore & Lehigh narrow gauge No. 6 hangs precariously but safe derailed on the trestle at Vale, Md. in the early winter of 1899.



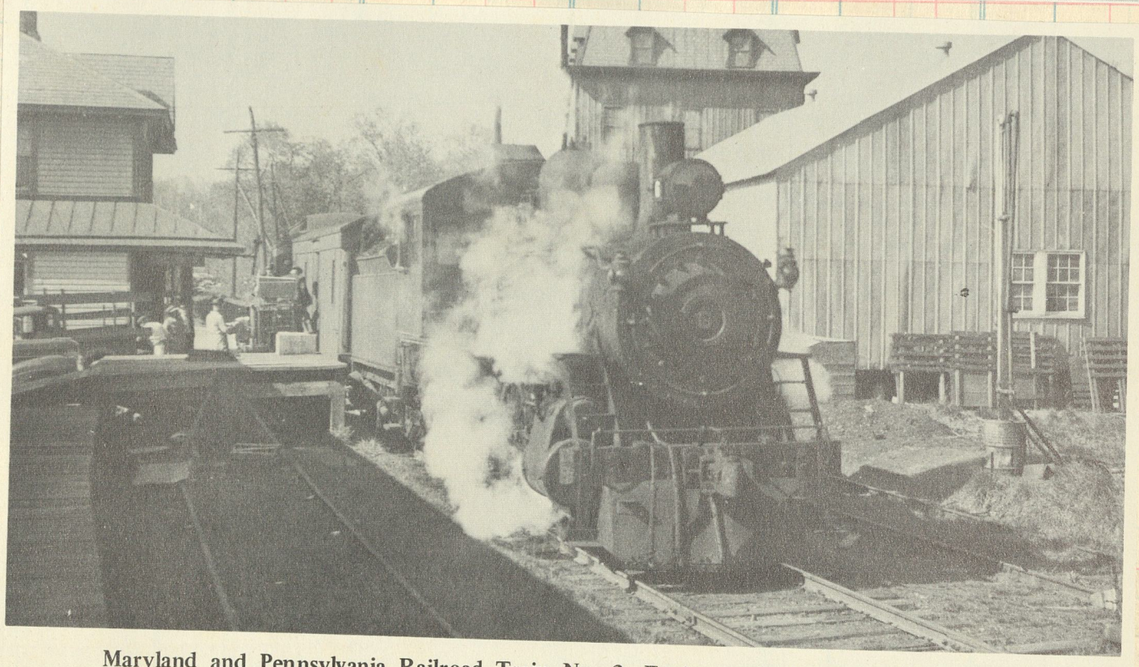


20x26
50"
180 #
31,810 #

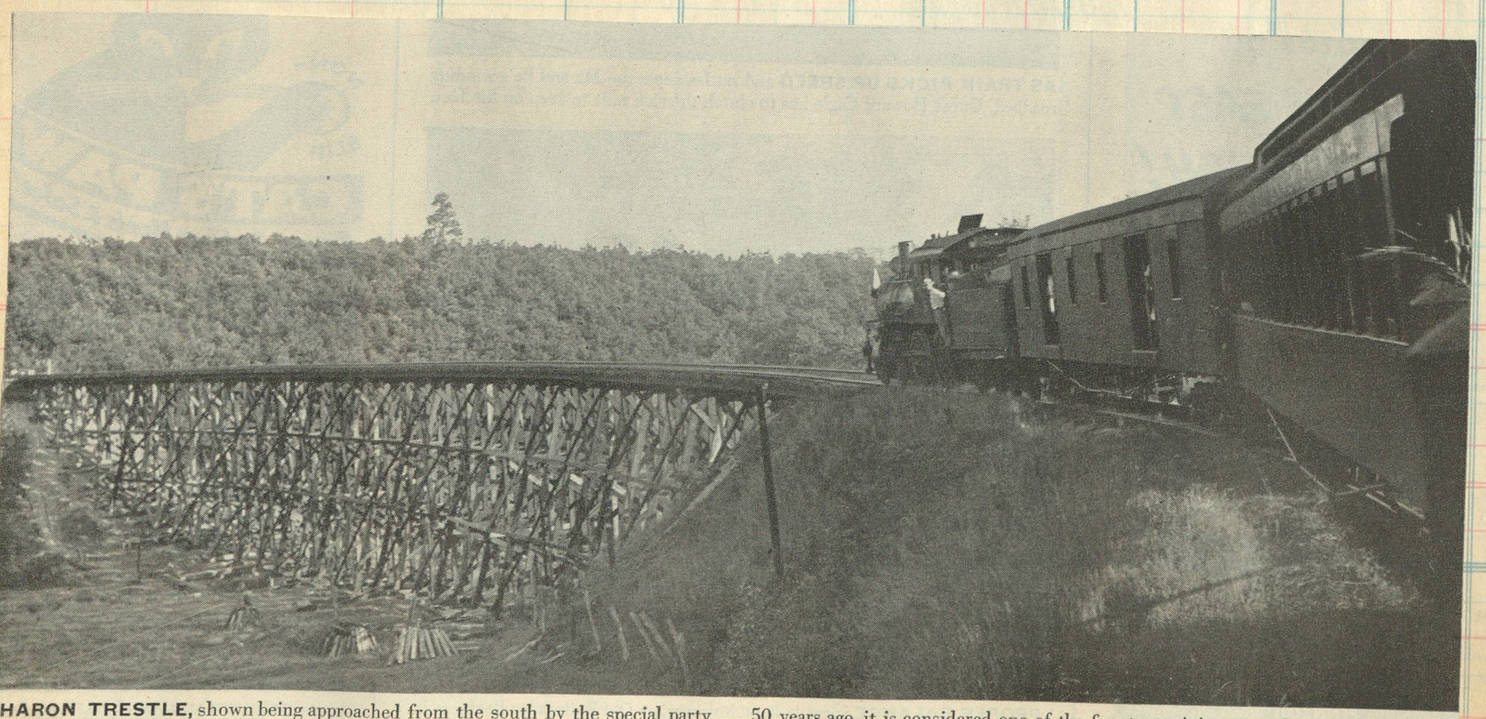
At the Baldwin Plant--1913 c/n 40913



2-8-0 #26
Baldwin 1912
c/n 38697



Maryland and Pennsylvania Railroad Train No. 3, Engine 6, April 17, 1946, unloading express northbound at Towson, Md.



SHARON TRESTLE, shown being approached from the south by the special party train, is one of 114 bridges and trestles on the 77-mile Ma and Pa Railroad. Built about 50 years ago, it is considered one of the finest remaining examples of wooden trestle-work in the East. The Ma and Pa runs six scheduled trains a day over its 450-foot span.

MARYLAND & PENNSYLVANIA RAILROAD COMPANY

O. H. NANCE, President and General Manager, Baltimore, Md.
JOHN McHENRY, Vice-President, Baltimore, Md.
E. J. WEBER, Assistant to President, "
C. C PEFFER, Auditor, "
T. H. FITCHETT, Secretary and Treasurer, "
L. W. DAVISON, Asst. Secretary and Asst. Treasurer, "
A. M. BASTRESS, General Freight and Passenger Agent, "
E. J. WEBER, Car Accountant, Baltimore, Md.
E. E. McLELLAN, Chief Engineer, "
W. T. BROOKS, Valuation Engineer, "
HOWARD PYLE, Mechanical Supervisor, "
D. G. McINTOSH, General Attorney, "

Total Mileage, 79.

		51	7	3	Mls	*December*, 1938.	8	12	50			61	7	3	Mls	*December*, 1938.	8	12	50		
		P M	P M	A M		LEAVE [ARRIVE	A M	P M	A M			P M	P M	A M		LEAVE [ARRIVE	A M	P M	A M		
		§3 00	†3 00	†7 30	0	⊙..Baltimore, Md[1]..♁	11 10	6 15	10 45			§5 22	†5 25	†9 45	43.8	.....Delta, Pa.....♁	8 46	3 58	8 33		
		†3 07	†3 07	†7 37	2.6	.....Evergreen.....	†10 2	†6 07	†10 39			†5 27	†5 30	†9 50	45.9	..... Bryansville	†8 38	†3 48	†8 27		
		†3 09	†3 10	†7 40	3.2	..... Notre Dame	†10 0	†6 05	†10 37			†5 30	†5 33	†9 53	46.9	⊙..... Castle Fin.....	†8 36	†3 46	†8 25		
		†3 13	†3 14	†7 44	4.3	.....Homeland	†10 57	†6 02	†10 35			†5 36	†5 39	†9 59	49.4	.....Southside.....	†8 29	†3 40	†8 19		
		†3 15	†3 16	†7 46	5.1	.....Woodbrook.....	†10 55	†6 00	†10 33			†5 39	5 43	10 03	50.6	..... Woodbine	8 27	3 37	†8 26		
		†3 17	†3 18	†7 48	6.2	..... Sheppard	†10 53	†5 58	†10 31			†5 41	5 46	10 06	51.6	..... Bridgeton	8 24	3 34	†8 14		
		3 22	3 23	7 53	7.0	⊙..... Towson .....♁	10 50	5 56	10 29			†5 46	†5 51	†10 11	53.5	..... Bruce	†8 19	†3 29	†8 09		
		†3 25	†3 26	7 57	7.7	.....Towson Heights....	†10 47	5 51	†10 26			†5 53	5 59	10 19	56.5	..Muddy Creek Forks.♁	8 13	3 23	†8 03		
		†3 30	†3 31	†8 01	9.6	.....Oakleigh.....	†10 42	†5 45	†10 21			†5 55	6 01	10 21	57.1	.....High Rock.....	8 10	3 20	†8 01		
		3 35	3 36	8 07	11.2	⊙..... Loch Raven	10 38	5 40	10 17			†6 01	6 07	10 27	59.4	.....Laurel.....	8 04	3 14	†7 55		
		†3 36	†3 37	†8 08	11.9	....Maryland School....	†10 36	†5 38	†10 15			†6 05	†6 11	†10 31	60.9	..... Fenmore.....	†8 00	†3 10	†7 51		
		†3 38	†3 39	†8 10	12.6	..... Summerfield.....	†10 35	†5 37	†10 14			†6 06	6 13	10 33	61.3	..... Broguevillle	7 59	3 09	†7 50		
		†3 40	†3 41	†8 12	13.4	.....Notch Cliff.....	†10 33	†5 35	†10 12			6 12	6 19	10 39	63.6	..... Felton .....♁	7 54	3 04	7 45		
		3 44	3 45	8 17	14.8	⊙..... Glenarm .....♁	10 31	5 33	10 10			†6 15	†6 23	†10 43	64.8	..... Brownton	†7 50	†3 00	†7 41		
		†3 47	3 48	8 21	15.8	⊙..... Long Green	10 27	5 29	†10 07			†6 20	†6 28	†10 48	66.8	.....Springvale.....	†7 45	†2 55	†7 37		
		†3 50	3 51	8 24	16.8	⊙..... Hyde.....	10 24	5 26	†10 04			6 25	6 33	10 57	68.3	..... Red Lion..... ♁	7 40	2 50	7 33		
		3 54	3 55	8 28	18.4	⊙..... Baldwin .....♁	10 20	5 23	10 01			–	6 38	11 02	70.5	.....Dallastown....♁	7 33	2 40	–	–	
		†4 00	†4 01	†8 34	21.2	.....Laurel Brook.....	†10 11	†5 15	†9 52			†6 31	6 46	11 10	70.3	..... Yoe .....♁	7 25	2 30	†7 25		
		4 05	4 07	8 40	22.3	⊙..... Fallston .....♁	10 08	5 12	9 49			†6 32	†6 47	†11 11	70.8	..... Relay	†7 21	†2 26	†7 21		
		†4 11	†4 13	†8 45	24.2	⊙..... Vale.....	†10 02	†5 06	†9 43			†6 35	†6 50	†11 14	72.1	.....Ore Valley.....	†7 17	†2 22	†7 17		
		4 19	4 21	8 53	26.5	⊙..... Belair .....♁	9 55	5 01	9 36			†6 36	†6 51	†11 15	72.8	.....Ben Roy.....	†7 15	†2 20	†7 15		
		†4 24	†4 27	†8 59	28.5	⊙..... Bynum	†9 49	†4 55	†9 30			†6 38	†6 53	†11 17	73.3	.....Enterprise.....	†7 14	†2 19	†7 14		
		4 30	4 33	9 05	30.3	⊙.....Forest Hill.....	9 44	4 51	9 26			†6 41	†6 56	†11 20	74.4	.....Paper Mill.....	†7 12	†2 17	†7 12		
		†4 36	4 39	9 10	32.3	.....Sharon.....	9 34	4 41	†9 18			†6 44	†6 59	†11 23	75.3	..... Plank Road	†7 10	†2 15	†7 10		
		†4 41	†4 44	†9 14	33.7	.....Fern Cliff.....	†9 28	†4 36	†9 13			6 50	7 05	11 30	77.2	.....York, Pa[2]..... ♁	7 05	†2 10	†7 05		
		4 48	4 51	9 21	35.3	..... Rocks .....♁	9 21	4 27	9 07			P M	P M	A M	....	ARRIVE]	[LEAVE	A M	P M	A M	
		†4 56	†4 59	†9 26	37.3	.....Minefield.....	†9 14	†4 20	†9 00												
		5 01	5 04	9 29	38.6	..... Street	9 09	4 15	8 55												
		†5 06	5 09	9 34	40.3	..... Pylesville	9 01	4 09	†8 47												
		5 12	5 15	9 40	42.4	.....Whiteford .....♁	8 56	4 04	8 42												
		5 15	5 18	9 42	43.3	..... Cardiff	8 52	4 00	8 39												
		5 22	5 25	9 45	43.8	.....Delta, Pa.....♁	†8 46	†3 58	§8 33												
		P M	P M	A M	....	ARRIVE]	[LEAVE	A M	P M	A M											

CONNECTIONS.

[1] Baltimore—With railroads diverging. [2] York—With Pennsylvania R.R. for Philadelphia, New York, Boston and the East; for Baltimore, Washington and the South; for Harrisburg, Pittsburgh, Cincinnati, Chicago and the West.

EXPLANATION OF SIGNS.

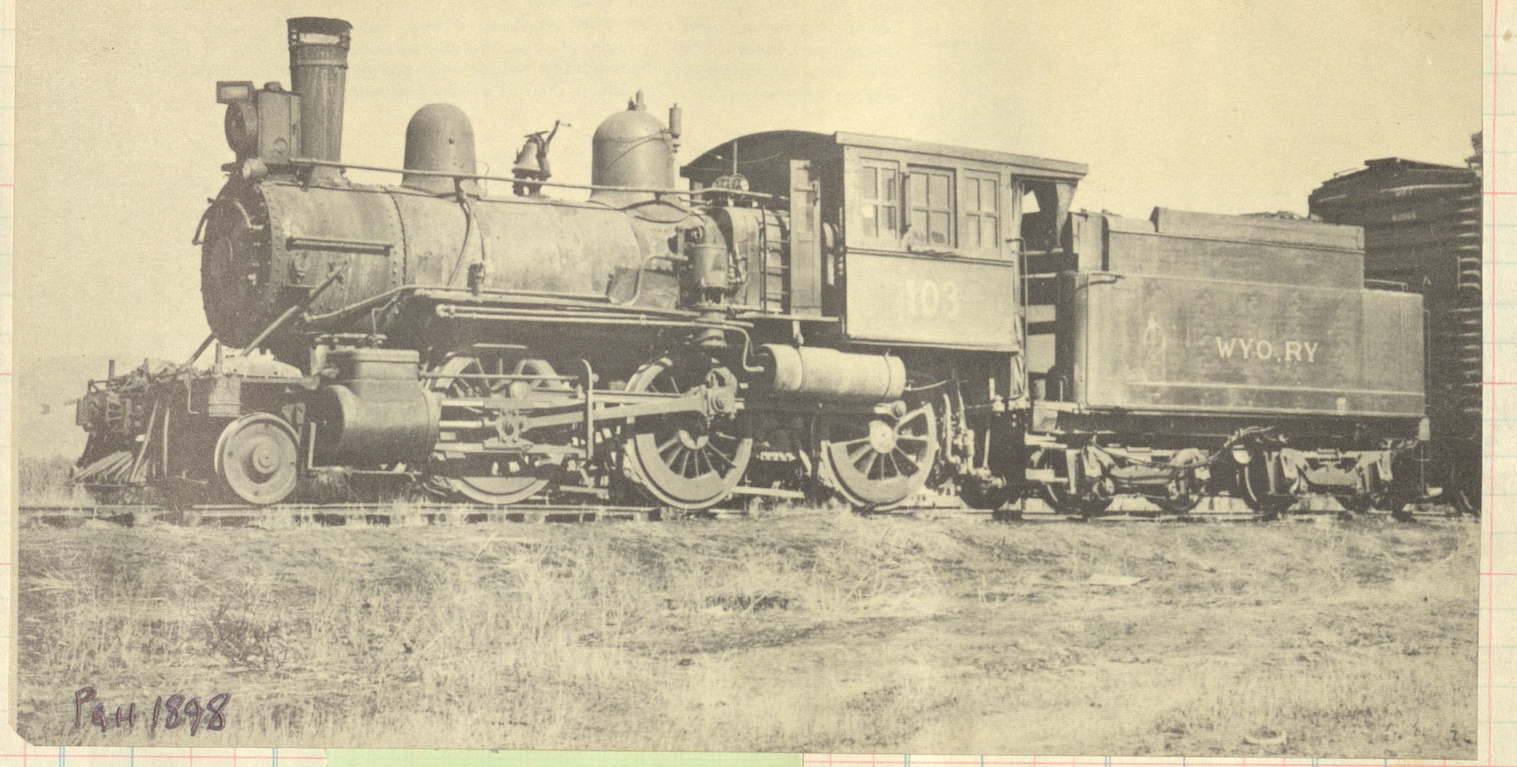
† Daily, except Sunday; § Sunday only; ƒ flag stop. ⊙ Telephone stations; ♁ Telegraph stations. STANDARD—*Eastern time.*

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

WYOMING RAILWAY COMPANY.

Page 42

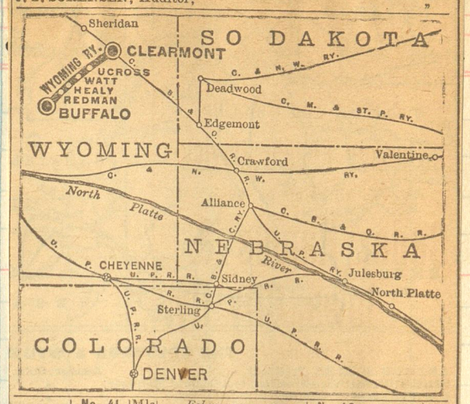
Not much information is at hand on Wyoming Railroad No. 103 except that it was a Chicago, Burlington & Quincy engine. This photo was taken in August of 1947 by Bob Gray at Ucross, Wyoming.



Paul 1898

WYOMING RAILWAY COMPANY. 1173

ISAAC B. SMITH, President, Cedar Rapids, Ia.
SUTHERLAND DOWS, Vice-Prest. and Treasurer, "
JOS. S. DUNCAN, Vice-President, Chicago, Ill.
W. T. ALDEN, Secretary, "
J. S. REID, Traffic Manager, Cedar Rapids, Ia.
J. F. SORENSEN, Auditor, "



	No. 41	Mls	February, 1935.	No. 42	
	*2 00 P M	0	lve...Clearmont...arr.	11 50 A M	
	2 14 "	5.0	....Double Crossing....	11 37 "	
	2 30 "	10.0	.....Ucross.....	11 20 "	
	2 52 "	15.2	.....Watt	11 00 "	
	3 11 "	22.0	.....Healy	10 42 "	
	3 13 "	23.0	... .Redman.....	10 39 "	
	3 27 "	27.5	.... .East Buffalo.	10 24 "	
	3 30 P M	28.6	arr.....Buffalo ..lve.	*10 20 A M	

Trains marked * run daily. STANDARD—*Mountain time.*

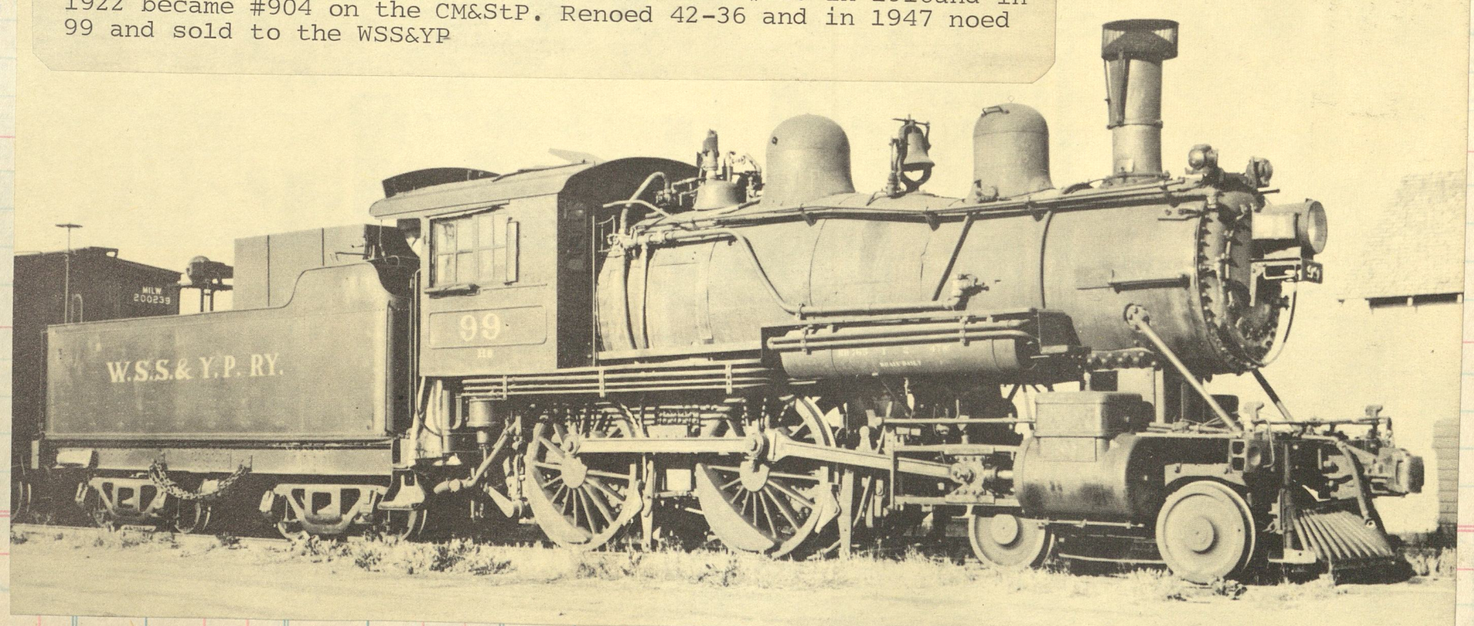
Connection.—At Clearmont—With Chicago, Burlington & Quincy R.R.

Service suspended 1947

WHITE SULPHUR SPRINGS & YELLOWSTONE PARK RAILWAY COMPANY.

Page 27

This old girl had quite a career. Built as Southern Indiana #210 by Rogers in 1904, c/n 6232. To CTH&SE #210 in 1910and in 1922 became #904 on the CM&StP. Renoed 42-36 and in 1947 noed 99 and sold to the WSS&YP



White Sulphur Springs & Yellowstone Park RAILWAY

JOHN RINGLING, President, 381 Madison Ave., New York, N.Y.
W. C. RAMSAY, Assistant to President, Hannibal, Mo.
E. J. CONNORS, Treasurer, Union Station Bldg, Chicago, Ill.
R. M. CALKINS, Jr., Secretary, 221 Institute Place, Chicago, Ill.
JOHN M. KELLEY, General Attorney, " "
WALTER V. WILSON, General Auditor, Union Station Bldg, Chicago, Ill.
W. H. PENFIELD, Chief Engineer, " "
A. H. WATSON, General Industrial Agent, White Sulphur Springs, Mont.
G. A. WETHERELL, Superintendent, "

Draw on E. J. CONNORS, *Room 732, Union Station Bldg, Chicago, Ill., for Interline Freight, Ticket and Per Diem Balances, noting on face of draft "Account of W. S. S. & Y. P. Ry. Co."*

GENERAL OFFICES—WHITE SULPHUR SPRINGS, MONT.

	No. 1	Mls	September 3, 1933.	Mls	No. 2	
	Mixed.	....	LEAVE ARRIVE	....	Mixed.	
	†6 35 A M	0	..White Sulphur Springs ♁	22.8	9 15 A M	
	6 50 "	5.7	..... Catlin	17.1	9 00 "	
	6 53 "	7.3	..... Calkins	15.5	8 57 "	
	7 08 "	14.4	..... St. Charles	8.4	8 42 "	
	7 15 "	18.1	.....Dorsey.....	4.7	8 35 "	
	7 35 A M	22.8	arr.... Ringling..♁lve.	0	†8 15 A M	
	12 12 P M	153	arr.....Butte.....lve.	....	6 50 P M	
			(C. M. St. P. & P.)	....		
	4 50 A M	295	arr... Miles City...lve.	....	1 10 A M	
			(C. M. St. P. & P.)	....		
	10 15 P M	994	arr..Minneapolis..lve.	....	9 30 A M	
	11 00 P M	1004	arr.... St. Paul ....lve.	....	8 45 A M	
			(C. M. St. P. & P.)	....		

EXPLANATION OF SIGNS.

†Daily, except Sunday. ♁ Telegraph stations.

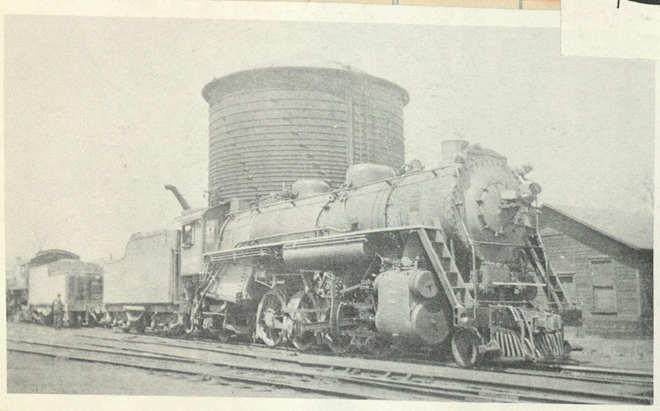
STANDARD—*Mountain time.*

Connection.—At Ringling—With Chic. Mil. St. Paul & Pac. R.R.

OPERATED BY THE WABASH

SELLER

DATE



Mike 2480 blt by Brooks 1916 c/n 56592

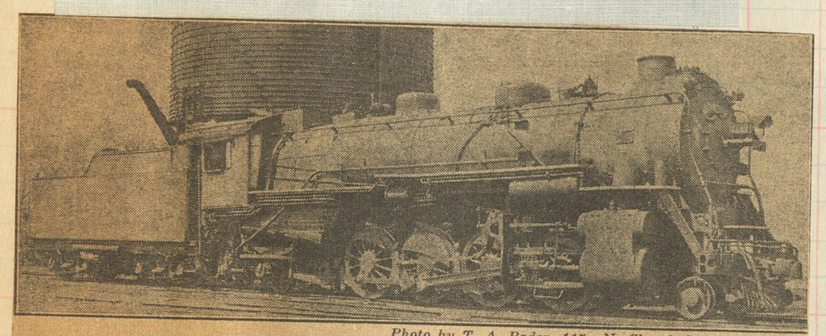
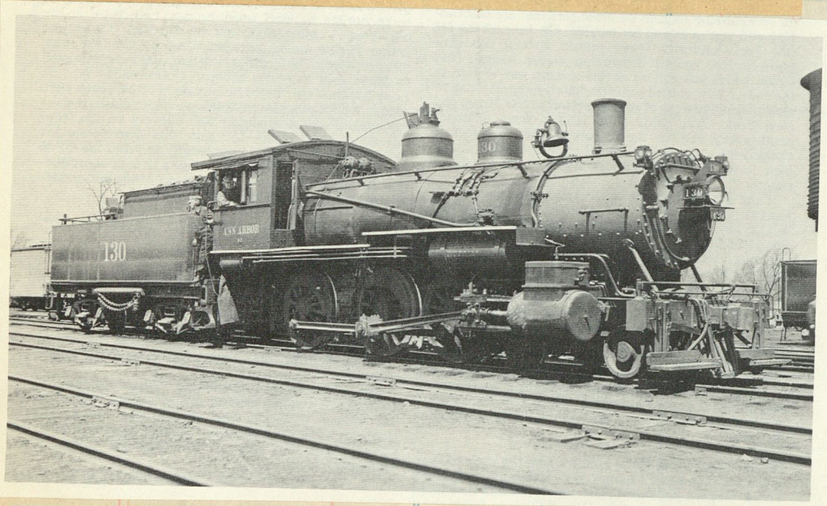


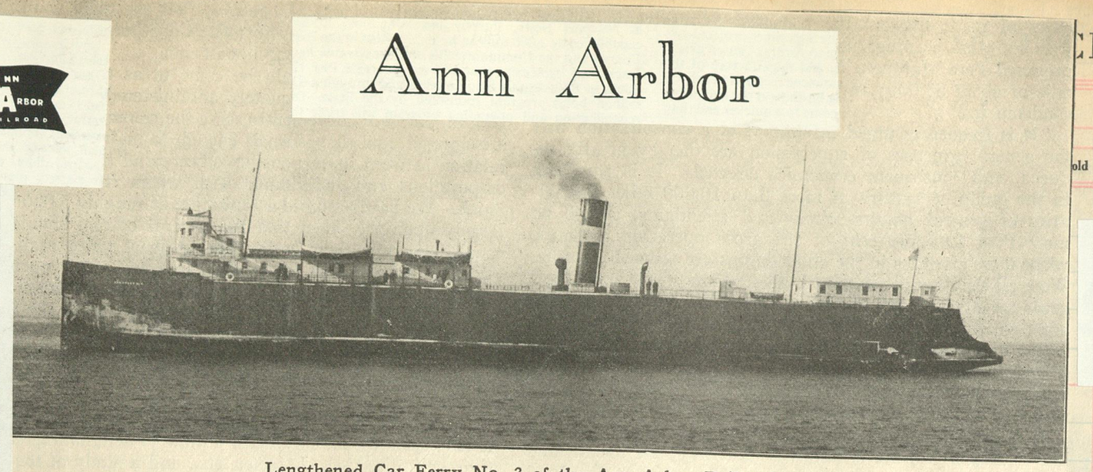
Photo by T. A. Rader, 117 N. Church St., Decatur Ill.
The Water Tower at Owosso, Mich., Adds Interest to This Shot of Ann Arbor 2492

When built by Brooks in 1923 [c/n 64310] she carried #185, changed to 2492 in 1932.

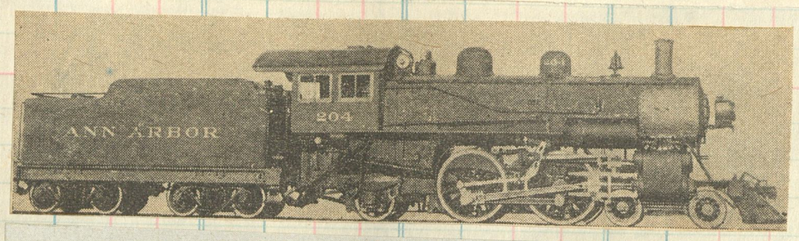


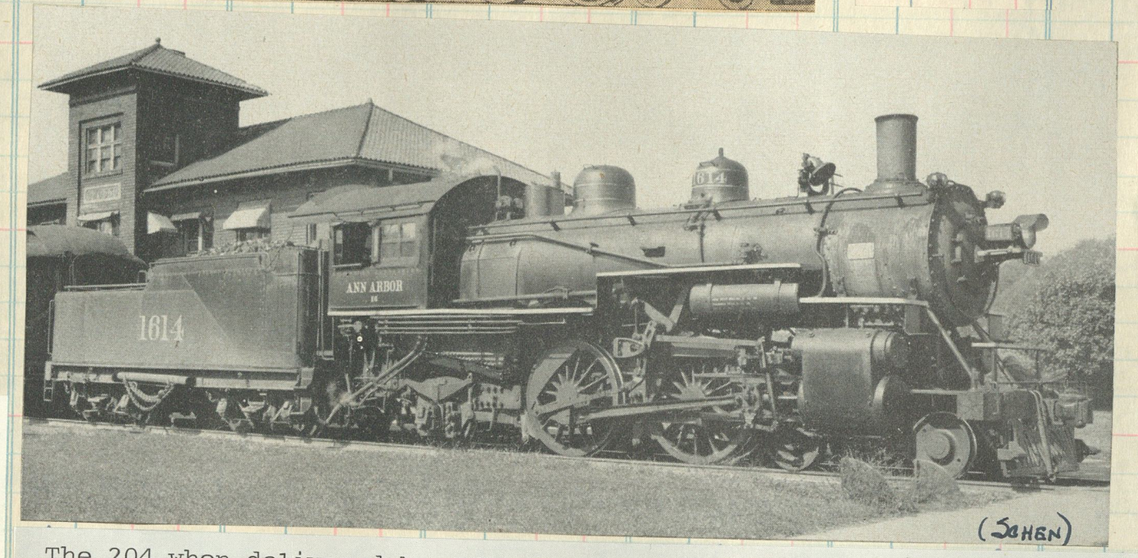
Ten wheeler #130 enjoys the sun at Owosso
Blt by Baldwin 1898 c/n 16025. Former nos
43, 102, retired 1944

Ann Arbor



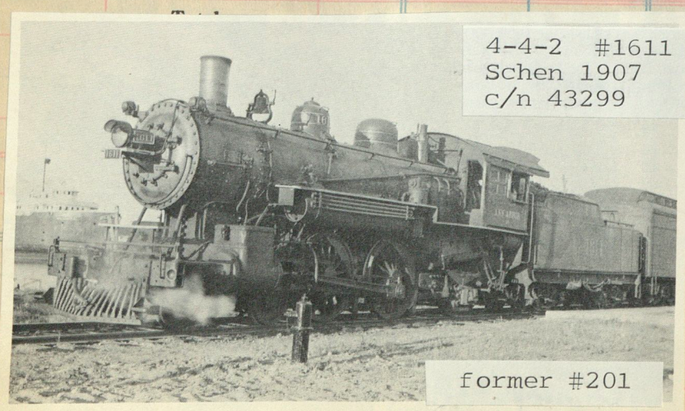
Lengthened Car Ferry No. 3 of the Ann Arbor Railroad





The 204 when delivered by Schenectady in 1909, c/n 46202. In 1932 she was renoed 1614 and remained in service until 1951.

At 2:55 on a summer's afternoon in 1948 Ann Arbor No. 52 paused at Howell, Mich., en route across the Wolverine State from Frankfort, Mich., to Toledo, O. Law of diminishing returns killed the run in 1950.



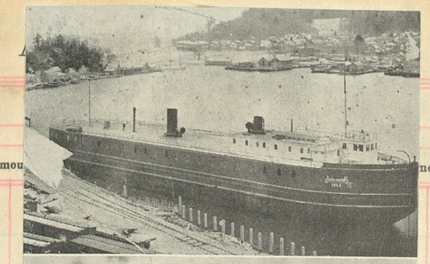
4-4-2 #1611
Schen 1907
c/n 43299

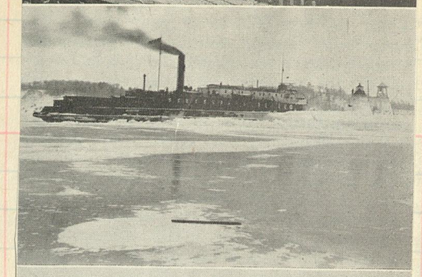
former #201

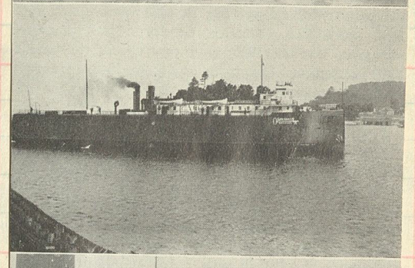
CKET SALES

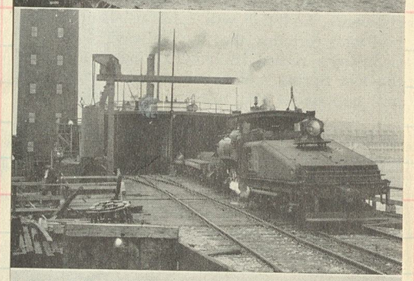
Sold	Amount	Clos.No.	Sold	Amount

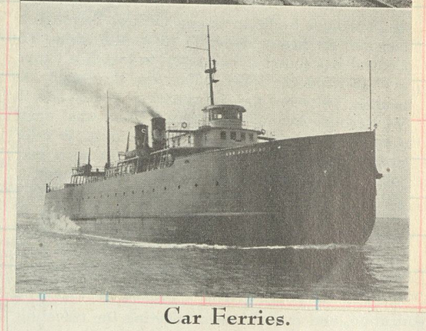
Built 1898
Rebl t 1923









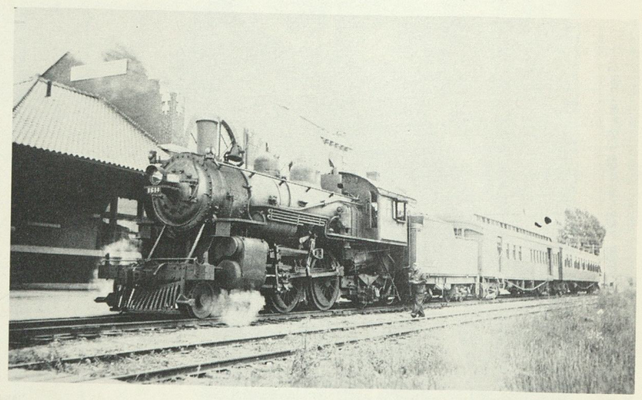


Car Ferries.

ANENT the car ferries story in September TRAINS, here are five photos of Ann Arbor boats from 1892 until the present. They are [top to bottom]: No. 1 discharging cargo at Frankfort, Mich., in 1892; No. 1 entering Frankfort harbor in February, 1893; No. 3, the first all-steel car ferry to cross Lake Michigan, making its maiden trip in 1898; loading a ferry at Frankfort in 1902; and No. 7, a modern boat now in service.

R. A. Messmore.

Assistant General Manager,
Ann Arbor Railroad Co., St. Louis, Mo.



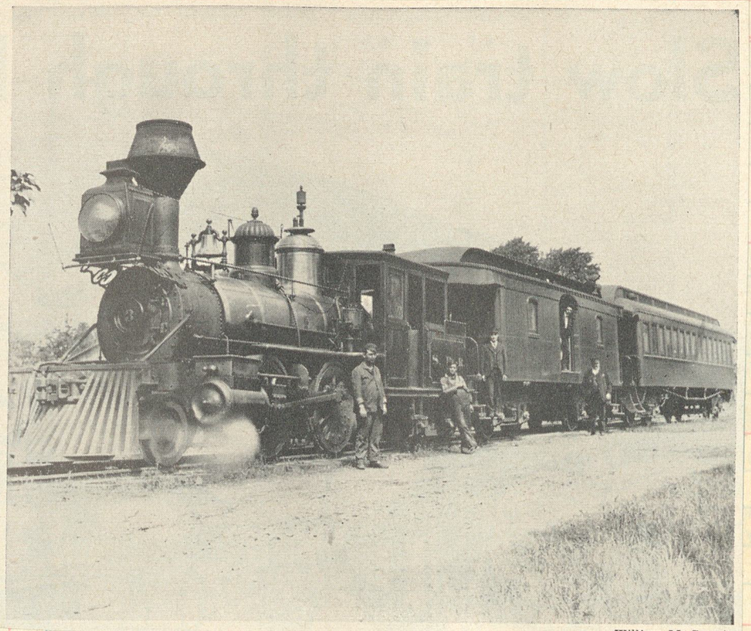
Trn #52 with the 1614 at Cadillac

Skaneateles

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

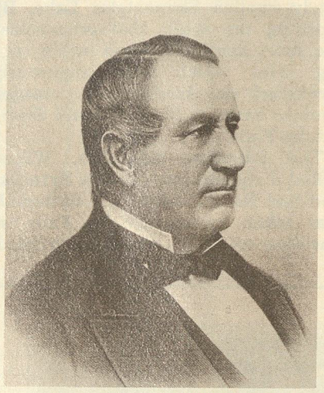
Old-timers

The varnished equipment of the 5-mile Skaneateles Railroad paused for this photograph→ in 1900 when the SR was doing a bustling passenger trade between Skaneateles and Skaneateles Junction, N. Y., where it connected with the New York Central & Hudson River. No. 3, the Dunkirk 2-4-4 tank on the head end, was built by Rogers in 1879 and escaped the torch until 1942. Now the Skaneateles Short Line Railroad is freight-only.



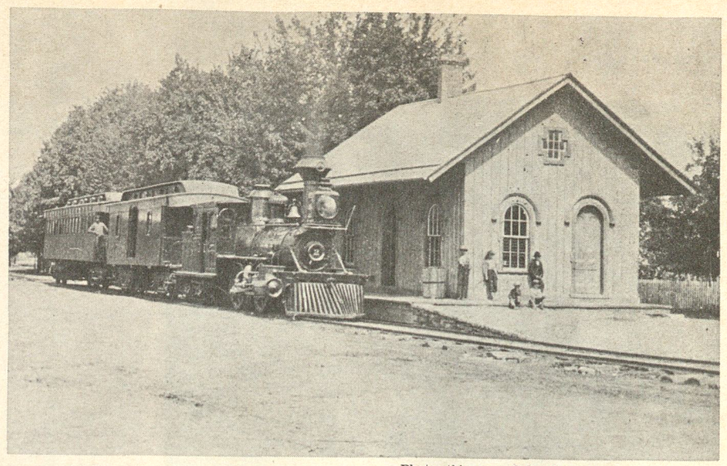
William M. Swartz

Byk 15x28, dr 48", wt 60,000



Collection of Richard F. Palmer.

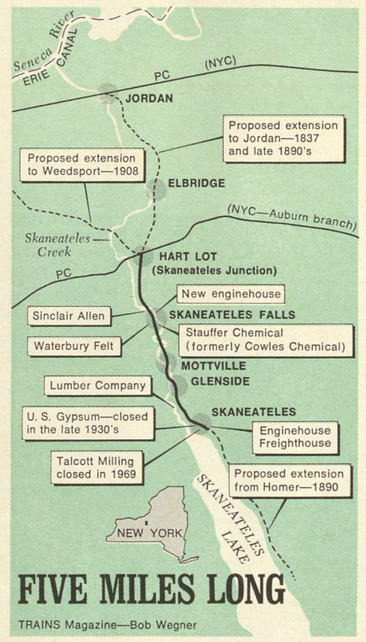
JOEL THAYER founded the railroad in 1866 and was president 12 years.



Photos this page, Collection of Richard F. Palmer.

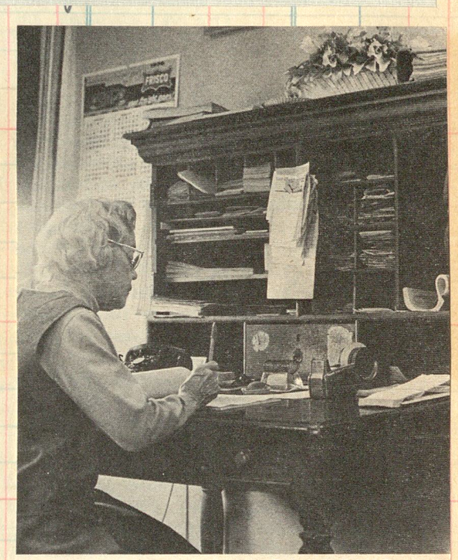
MORNING PASSENGER TRAIN photographed at the station in 1893 had to back to the junction because the railroad did not have facilities at Skaneateles to turn its equipment.

#2, a 2-4-4T, blt by Rogers 1870 retired 1914



FIVE MILES LONG

TRAINS Magazine—Bob Wegner



Robert E. Priseler.

SINCE 1952 Mrs. Marion B. Wilson has been that rarity in railroading, a woman general manager.

50

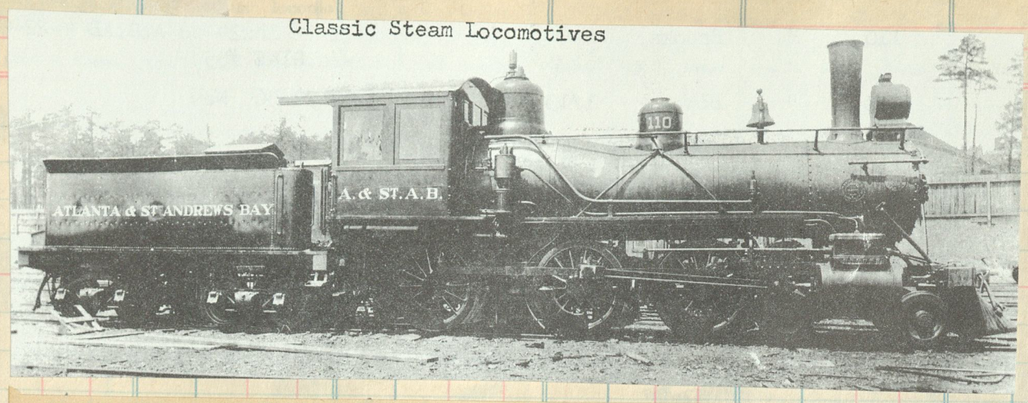
SELLER
DATE
FORM

ATLANTA & SAINT ANDREWS BAY RAILWAY

S AT

Atlanta & St. Andrews Bay Ry. Co., Train No. 4, Engine No. 104, making its station stop at Fountain, Florida in 1910 or 1911.

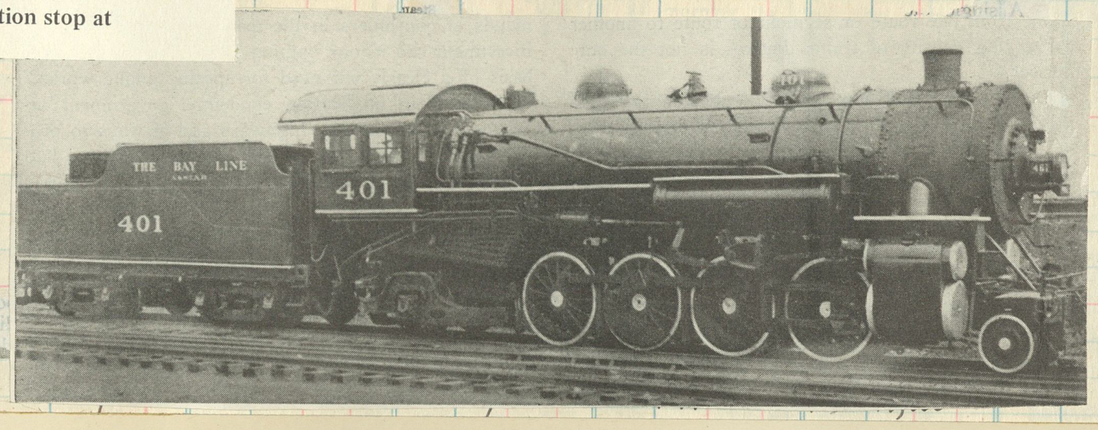
Classic Steam Locomotives



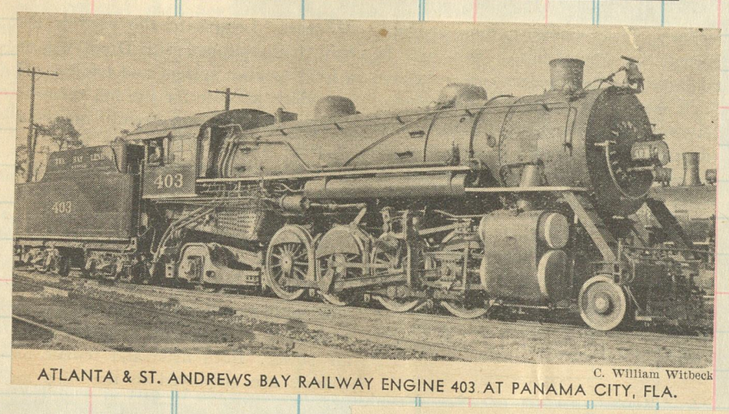
A Yankee that went South. Built as Ulster & Delaware #1 by Brooks in 1892 (c/n 2091) Renoed 2nd #17 in 1898. About 1905 was sold to the Southern Iron & Equipment Co., their stock number 558. In 1907 was sold to the A&StAB as #110.

No. | Sold | Amount

"THE BAY LINE"

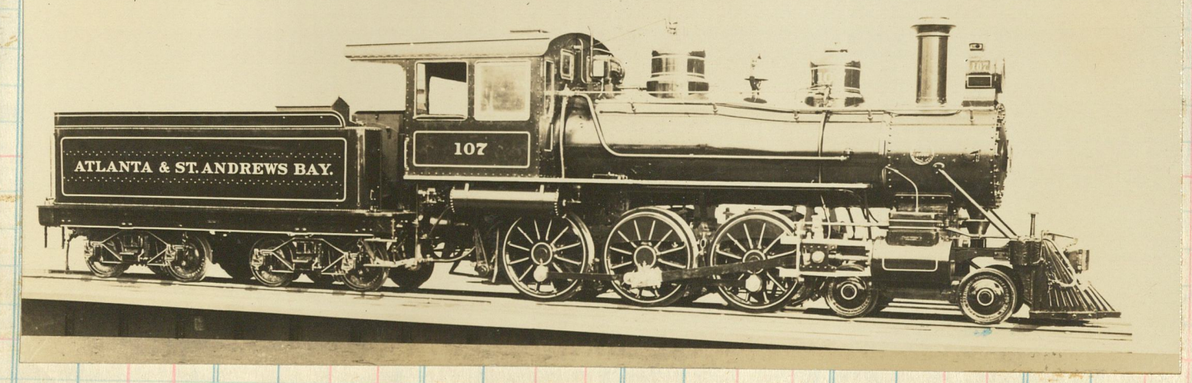


In the late thirties the New York Central sold 32 Mikes to six different roads south of the Mason-Dixon Line. No 401 was blt as NYC&HR #2832,2-8-0 Schen 1906. Rebuilt by Brooks 1916 into 2-8-2 #3893. Renoed 1342 in 1936. Sold to The Bay Line their No 401 in 1937



C. William Witbeck
ATLANTA & ST. ANDREWS BAY RAILWAY ENGINE 403 AT PANAMA CITY, FLA.

Another invader from up Nawth. #403 was built as NYC&HR #2824, a 2-8-0 blt at Schen in 1906. Rebuilt to 2-8-2 by Brooks 1915 and noed 3868. In 1936 was renoed 1324 and was sold to A&STAB in 1937



Baldwin 1908
c/n 33000

Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

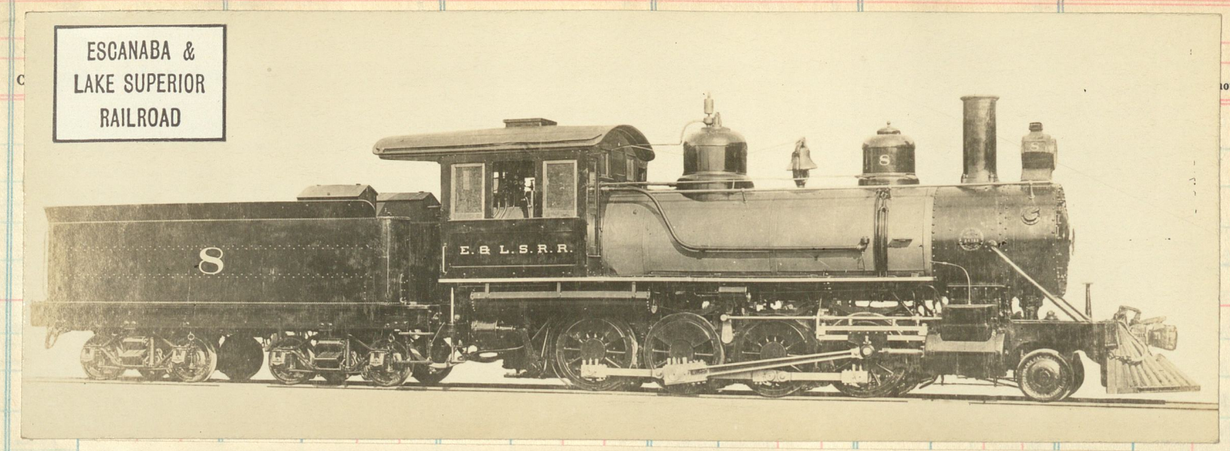
Agent's Signature

Cash to next Seller

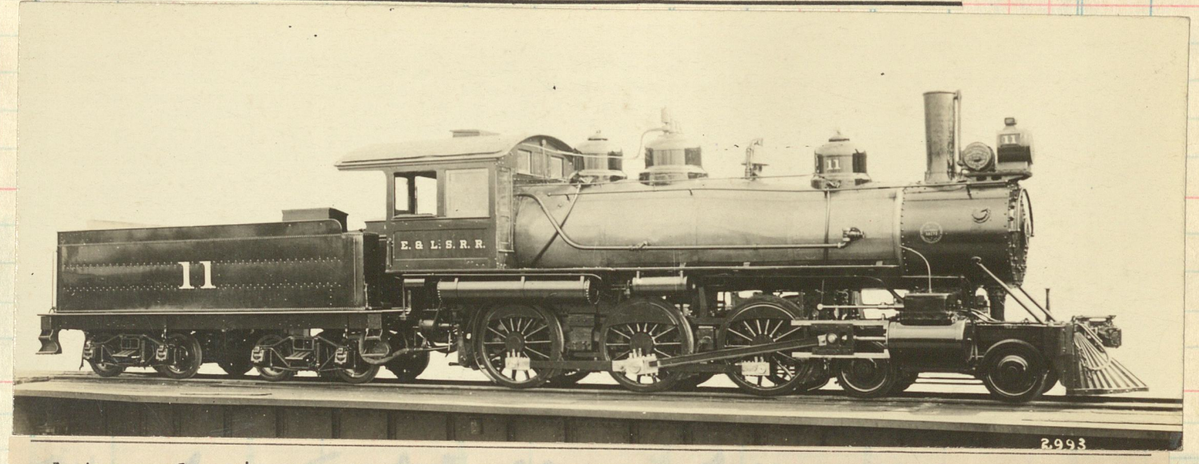
Next Seller's Signature

Total Accounted for

ESCANABA AND LAKE SUPERIOR



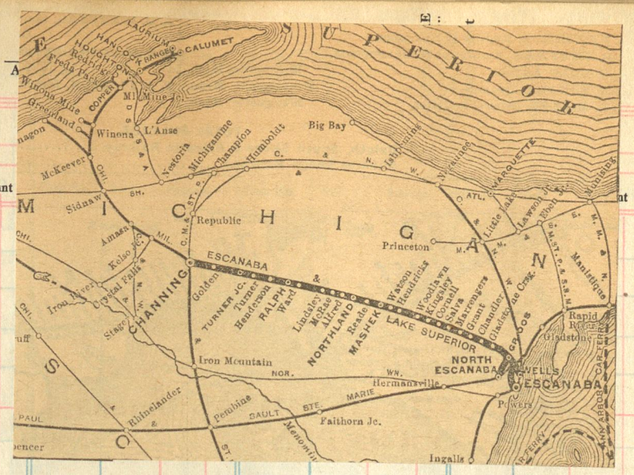
A typical "gunboat" built by Baldwin in 1904 c/n 24783



A true classic of the "Golden Era" - Built by Baldwin c/n 33272 in 1909

45083

This pretty little gal (Baldwin 1917) is still working as Arcade & Attica #14



.....	1 Mix.	3 ▲	Mls	January 7, 1934.	4 ▲	2 Mix.	.....
.....	P M	A M	....	(Central time.)	P M	A M	....
.....	†5 00	†9 30	0	lve..... Wells δ .....arr.	3 00	1 00	....
.....	5 30	10 10	4.0	..... Escanaba	2 35	12 40	....
.....	5 45	10 20	....	..... Ore Yard ..... δ	2 23	12 20	....
.....	5 55	10 25	2.0	..... Groos	2 13	12 10	....
.....	6 03	10 31	5.5	..... Lambert	2 15	12 01	....
.....	6 11	10 36	9.5	..... Chandler	2 08	11 53	....
.....	6 16	10 41	12.0	..... Salva	2 03	11 48	....
.....	6 19	10 45	13.5	..... Cornell	2 00	11 45	....
.....	6 26	10 53	18.0	..... Woodlawn	1 52	11 36	....
.....	6 40	10 58	21.0	..... Hendricks Tank .... δ	1 47	11 30	....
.....	6 45	11 00	22.0	..... Hendricks	1 45	11 28	....
....	7 00	11 10	26.0	..... Watson	1 35	11 20	....
.....	7 10	11 15	29.5	..... Mashek	1 30	11 13	....
.....	7 20	11 22	33.5	..... Reade	1 23	11 03	....
.....	7 25	11 27	36.0	..... Northland	1 18	10 58	....
.....	7 30	11 31	38.5	..... Alfred	1 14	10 53	....
.....	7 40	11 36	41.5	..... Savards	1 09	10 47	....
.....	7 55	11 45	46.5	..... Ralph ..... δ	†1 00	10 37	....
.....	8 07	A M	52.5	..... Turner	P M	10 25	....
.....	8 22	.....	59.0	..... Golden	.....	10 10	....
.....	8 35	.....	63.5	..... Channing ..... δ	.....	†10 00	....
.....	P M	.....	.....	ARRIVE] [LEAVE	.....	P M	....

† Daily, except Sunday. ▲ Motor. δ Telegraph stations.

CONNECTIONS.

At Escanaba—With Chicago & North Western Ry.
At North Escanaba—With Minneapolis, St. Paul & Sault Marie Ry.
At Channing—With Chicago, Milwaukee, St. Paul & Pacific

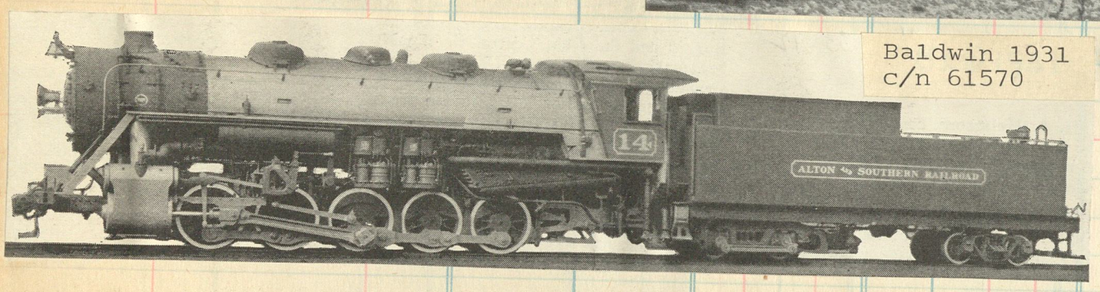
52

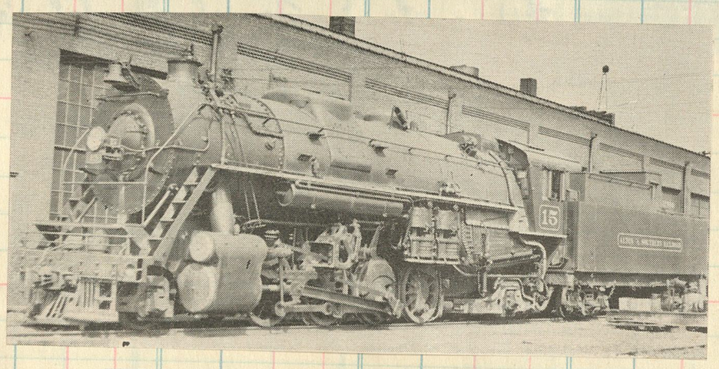
SELLER
DATE
FORM

DESTINATION	Amt.	Com. No.	Clos.

ALTON AND SOUTHERN RAILROAD.

Baldwin 1931
c/n 61570





Schenectady 1926
c/n 66952

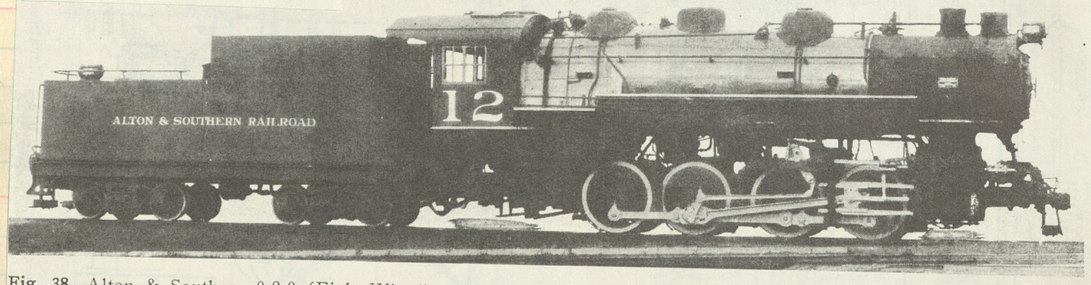
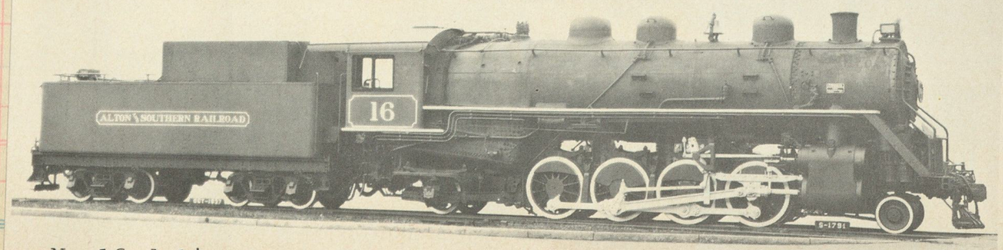


Fig. 38—Alton & Southern 0-8-0 (Eight-Wheel) Three-Cylinder Switching Locomotive. Built by the American Locomotive Company.

Cylinders, diameter and stroke	3—22 in. x 28 in.	Fuel	Soft coal
Tractive force	60,600 lb.	Grate area	56.1 sq. ft.
Cylinder horsepower (Cole)	2,613 hp.	Steam pressure	200 lb.
Drivers, diameter	57 in.	Evaporative heating surface	3,071 sq. ft.
Weight on drivers	242,500 lb.	Superheating surface	740 sq. ft.
Driving wheel base	16 ft. 4 in.	Tender capacity	9.000 gal., 14 tons



No 16 delivered by Schenectady 1937 c/n 69027

ALTON AND SOUTHERN RAILROAD

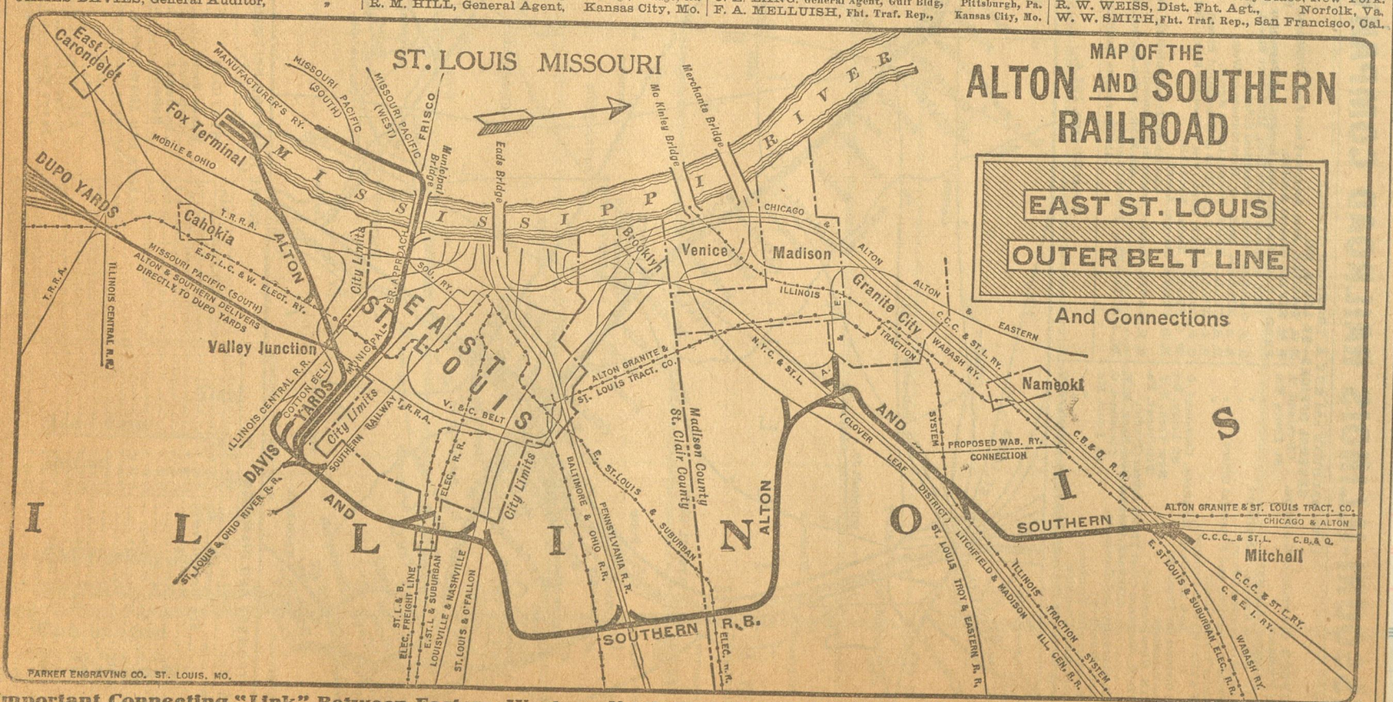
Mileage in operation, 31.

C. B. FOX, President, East St. Louis, Ill.
G. R. GIBBONS, Vice-President, Pittsburgh, Pa.
P. J. URQUHART, Vice-President, "
R. E. WITHERS, Treasurer, "
J. R. D. HUSTON, Secretary, "
JAMES DAVIES, General Auditor, "

T. H. PINDELL, Gen. Mgr., East St. Louis, Ill.
J. W. COULTER, Master Mechanic, "
E. A. JACK, Gen. Traf. Manager, Pittsburgh, Pa.
E. WOODWARD, Traf. Mgr., 320 N. 4th St., St. Louis, Mo.
R. S. BOSTON, Gen. Agt., Marquette Bldg., Chicago, Ill.
R. M. HILL, General Agent, Kansas City, Mo.

H. A. SOEKER, Fht. Traf. Representative, St. Louis, Mo.
J. G. MARTIN, Freight Traffic Representative, "
F. H. MEYER, Fht. Traf. Representative, "
C. J. SCHMIDT, Fht. Traf. Representative, Chicago, Ill.
C. E. LANG, General Agent, Gulf Bldg., Pittsburgh, Pa.
F. A. MELLUISH, Fht. Traf. Rep., Kansas City, Mo.

F. A. GODAT, Fht. Traf. Rep., New Orleans, La.
M. J. FLYNN, Fht. Traf. Rep., Mobile, Ala.
W. B. PHILLIPS, Fht. Traf. Representative, 17 Battery Place, New York.
R. W. WEISS, Dist. Fht. Agt., Norfolk, Va.
W. W. SMITH, Fht. Traf. Rep., San Francisco, Cal.



Important Connecting "Link" Between Eastern, Western, Northern and Southern Railroads, Providing Expedited Through Service.

This Company performs a Switching and Terminal Service in and around ST. LOUIS, MO., EAST ST. LOUIS, DUPO, VALLEY JUNC., GRANITE CITY, MADISON and MITCHELL, ILL., having direct connection with the following:

Alton R.R.
Baltimore & Ohio R.R.
C. C. C. & St. L. R.R. (Big Four).
Chicago & Eastern Illinois R.R.
East St. Louis & Suburban Ry.
E. St. L., Columbia & Waterloo Ry.
Illinois Central R.R.
Illinois Terminal R.R. System.
Litchfield & Madison Ry.
Louisville & Nashville R.R.
Manufacturers Ry.
Missouri Pacific R.R.
Mobile & Ohio R.R.
New York, Chicago & St. Louis Ry.
Pennsylvania R.R.
St. Louis & Belleville Electric Ry.
St. Louis & O'Fallon Ry.
St. Louis and Ohio River R.R.
St. Louis-San Francisco Ry.
St. Louis Southwestern Ry.
St. Louis, Troy & Eastern R.R.
Southern Ry.
Terminal R.R. Association.
Wabash Ry.

DESIRABLE LOCATIONS FOR MANUFACTURING PLANTS. SUPERIOR SWITCHING FACILITIES. Route your freight ALTON AND SOUTHERN R.R. (East St. Louis Outer Belt Line) and avoid all interchange delays. Our fast train service assures quick handling. **DOCK FACILITIES ON THE MISSISSIPPI RIVER AT FOX TERMINAL. Further information upon application.**

T SALES AT

unt	Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

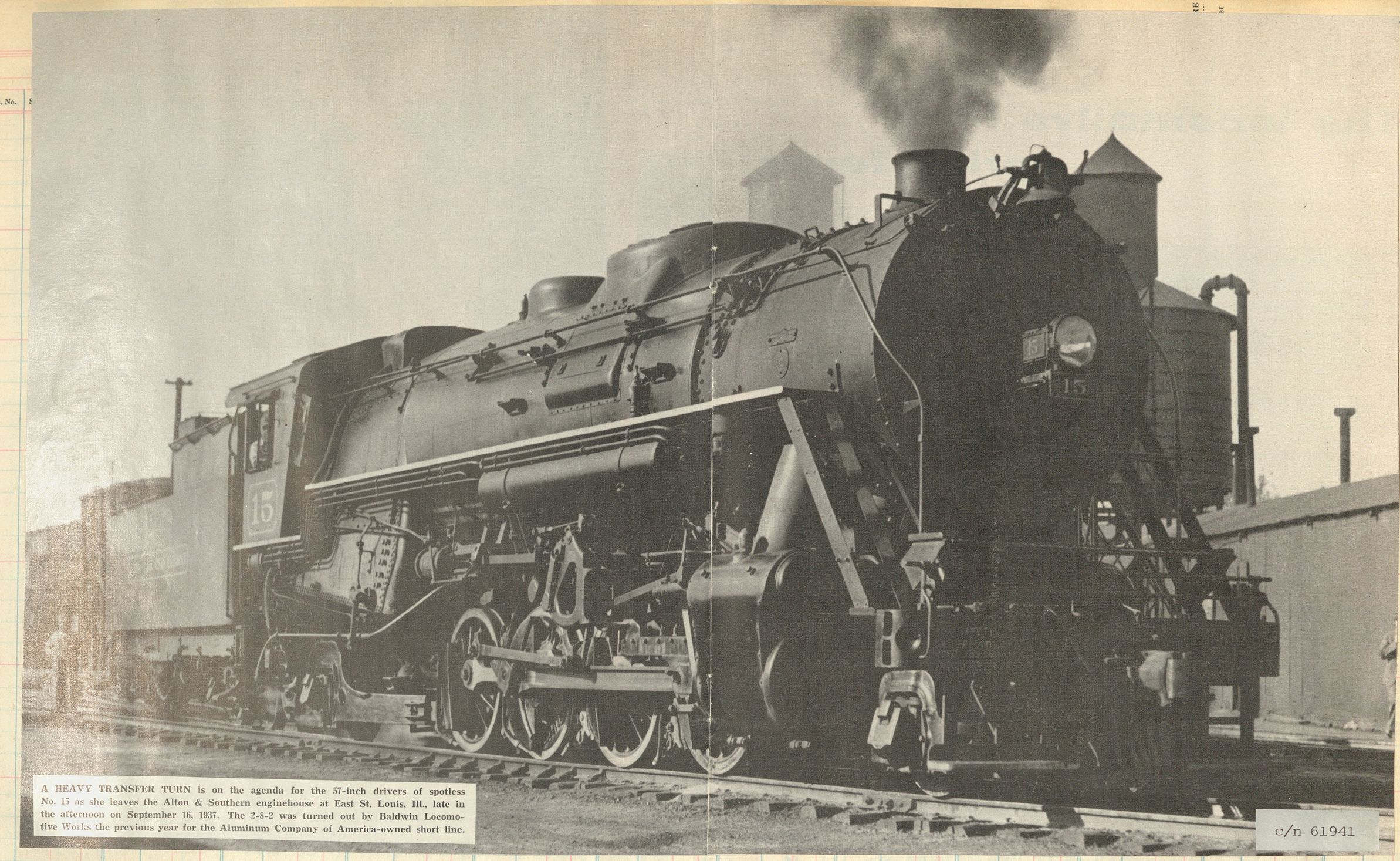
Wheeling the Transfers

Eng 15 rolls along with a full consist near the Madison-St Clair county line.

Clos. No.

Amount

53



A HEAVY TRANSFER TURN is on the agenda for the 57-inch drivers of spotless No. 15 as she leaves the Alton & Southern enginehouse at East St. Louis, Ill., late in the afternoon on September 16, 1937. The 2-8-2 was turned out by Baldwin Locomotive Works the previous year for the Aluminum Company of America-owned short line.

c/n 61941

32 34

VIRGINIA BLUE RIDGE RAILWAY.
L. M. Saxton, Vice-President—Manager, Massie's Mill, Va.
Train leaves Massie's Mill *a*7 00 a.m., arriving **Tye River**[1] (19.5 miles) 9 00 a.m. Returning, leaves Tye River *a*12 00 noon, arriving Massie's Mill 2 00 p.m.
a Tuesday and Friday.
October, 1933.
Connection.—[1]With Southern Ry. *Eastern time.*

#6 built by Baldwin in 1907 c/n 32312 as Southern 2nd #385. Bought by VBR in 1947. Later to the Morris County Central (N.J.)

H. Reid.

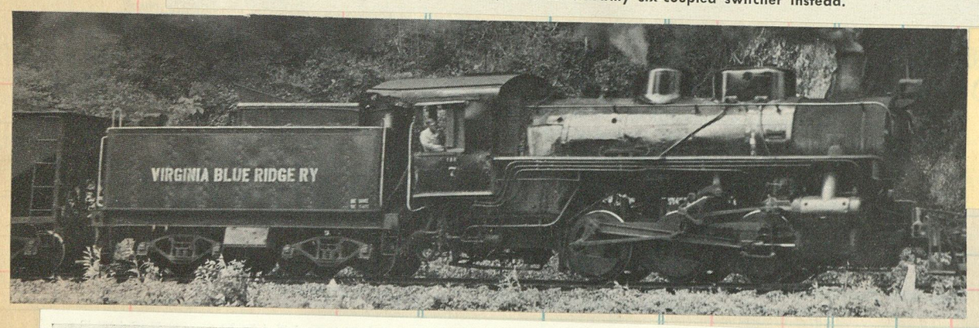
Virginia Blue Ridge (a 16-mile short line in central Virginia) 2-8-0 No. 6 swaps cars with the Southern at Tye River. VBR seldom gets its big engine out like this, runs an ex-Army six-coupled switcher instead.

William E. Warden Jr.

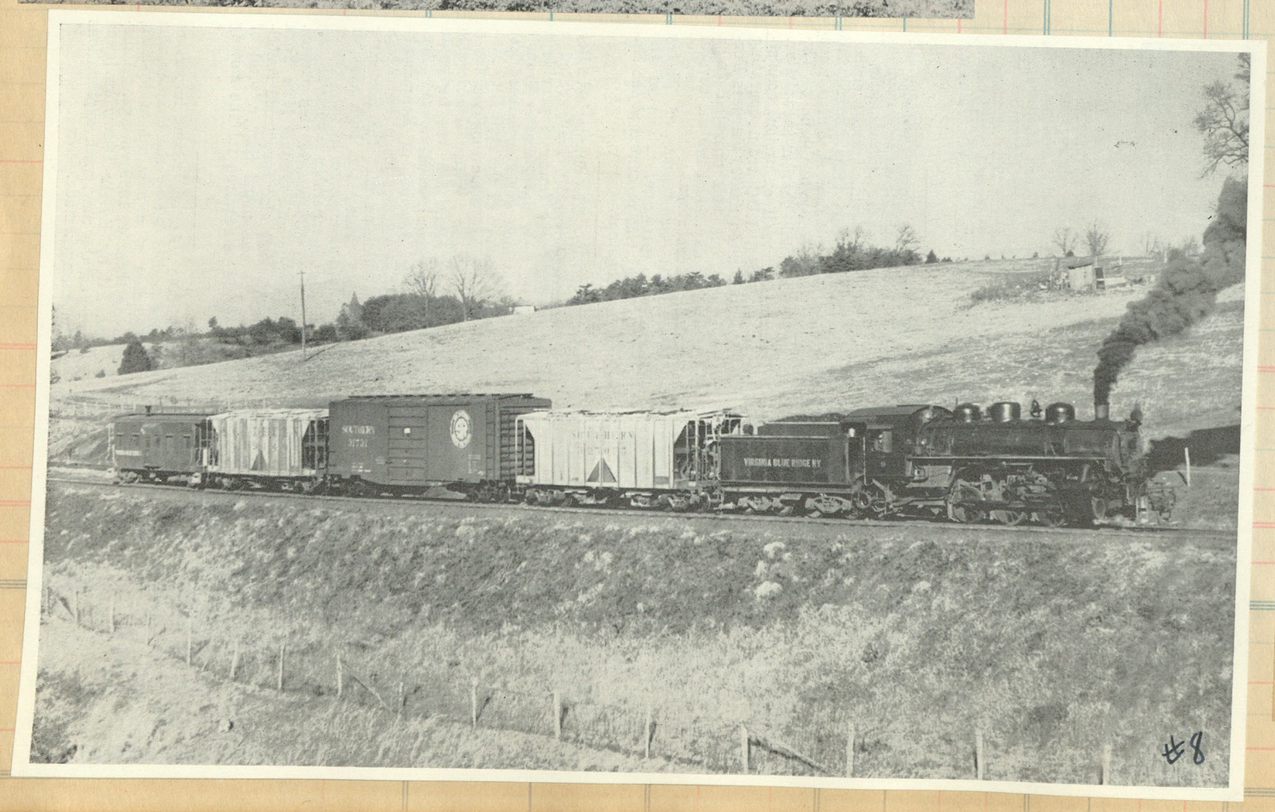
Former USA Nos 4061, 618 Purchased by VBR in 1958 and noed #8. Built by Schenectady 1942 #70420

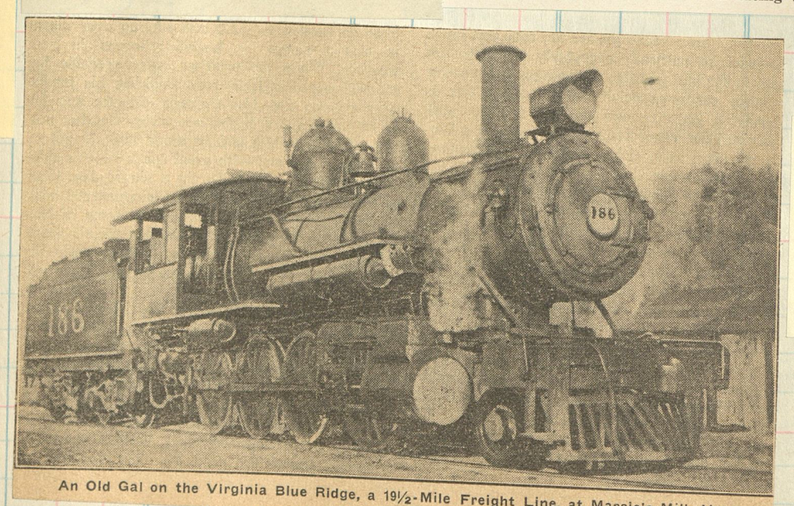
Later sold to Delaware & Otesgo #2

EX-ARMY 0-6-0 No. 8 copes with short 3 per cent grade at Tye River, Va., as owner Virginia Blue Ridge interchanges with Southern. The 16-mile short line, last steam-powered common carrier in the Old Dominion, regularly has but one engine under steam at a time but keeps four six-coupled war-design shifters on its roster to ensure a supply of spare parts. Distinctive design note is location of cross-compound air pump on pilot beam. Out West, Colorado's now defunct Midland Terminal turned similar Army 0-6-0's into road locomotives by addition of a pony truck, thus converting the engines into 2-6-0's, or Moguls.



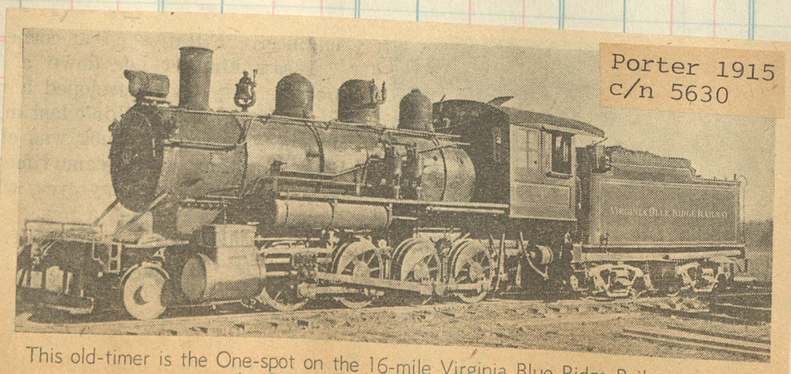
0-6-0 built by LIMA 1944 [c/n 8395] as USA #4061. Went to N&PBL #51 then VBR #7





An Old Gal on the Virginia Blue Ridge, a 19½-Mile Freight Line, at Massie's Mill, Va.

Southern 186 was renoed VBR #2. Built at Richmond in 1895 (2-8-0 c/n 2472) as Southern #222. to VBR in Feby 1940



Porter 1915 c/n 5630

This old-timer is the One-spot on the 16-mile Virginia Blue Ridge Railway, snapped by Steve Maguire at Tye River, Va.

Mount Hood .

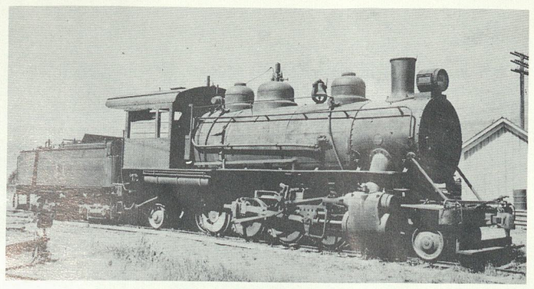
APR-46

4-69 200 bks. (Eu
Printed in U

54
X

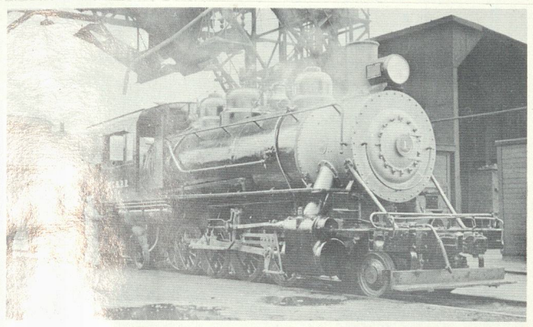
Clos. No. | Sold | Amount

Baldwin 2-8-2 #11 at Hood River in August of 1949, out of service but available for standby duty if required. -Leon Callaway



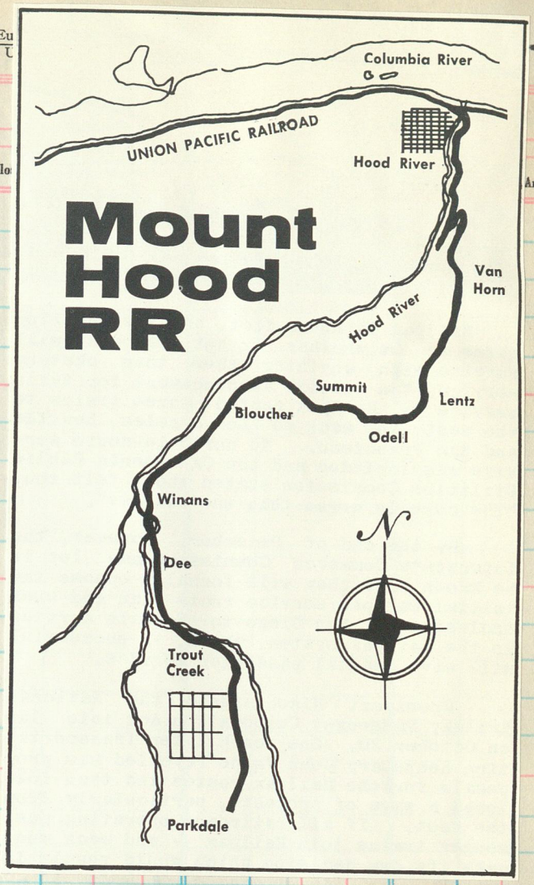
Baldwin 1920 c/n 53486

[illegible]bit-and-polish after an overhaul at UP's Albina shops, 3rd #1 prepares, above, right, to return to work at Hood River. -D. S. Richter

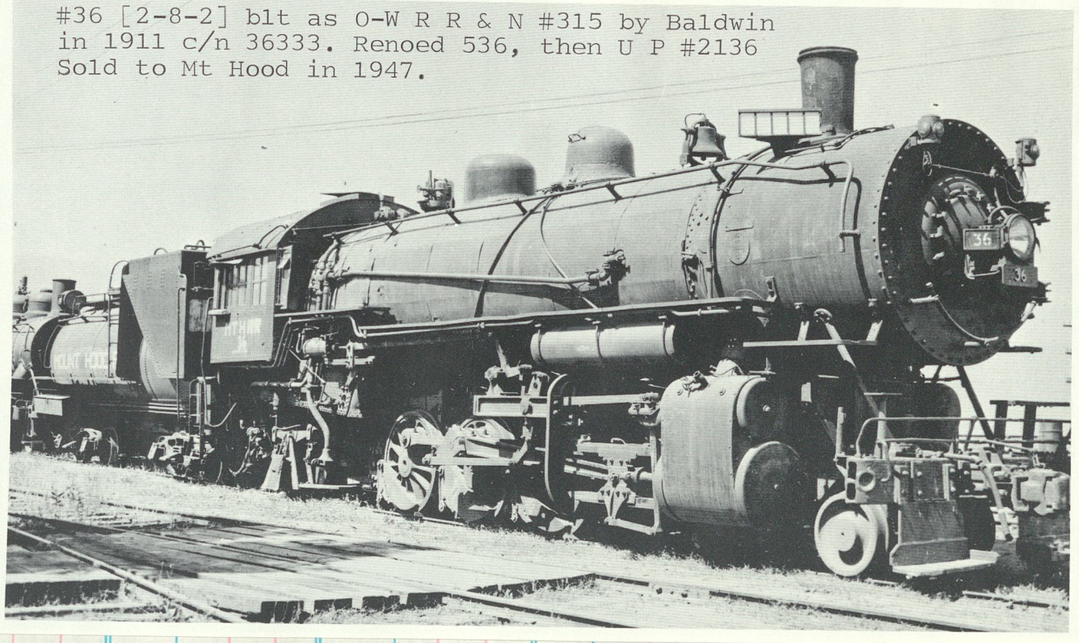


Seventy-ton number 1, the third number 1 on the Mount Hood roster, waits at the engine house in Hood River while work goes on to replace a poor-working injector in the early 1950's. D. S. Richter coll.

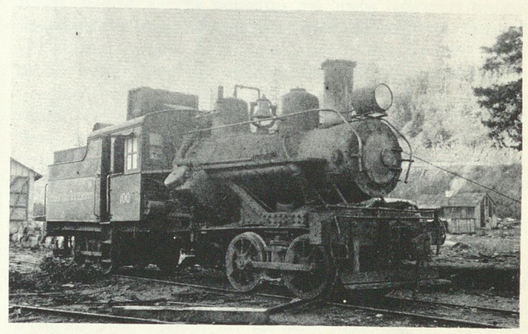
Baldwin 1922 c/n 55397



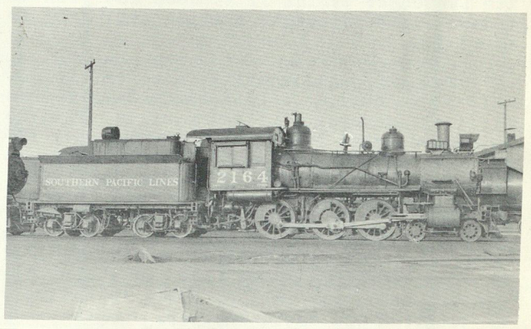
#36 [2-8-2] blt as O-W R R & N #315 by Baldwin in 1911 c/n 36333. Renoed 536, then U P #2136 Sold to Mt Hood in 1947.



Obtained to replace Shays in the woods, Oregon Lumber's Heisler #100 spent 1938 - 1941 working for the Mount Hood. -D. S. Richter



Mount Hood Railroad Mack-built railbus #10, after its retirement from passenger service on the run to Parkdale. The car is preserved today at Fossil, Oregon. -Collection of Donald C. Dietrich



Espee 2164, built in 1888 by Schenectady, went to work for the Mount Hood on lease, the only SP steamer to do so. In the photograph, from the Guy L. Dunscomb collection, #2164 is at Portland, in 1932.

55
X

THE SAN LUIS CENTRAL RAILROAD COMPANY.

ET SALES AT

The San Luis Central Railroad Co.

GENERAL OFFICERS.

GEO. MCLEAN, President & Treasurer.....Denver, Col.
F. C. KRAUSER, Vice-President, Secretary & Auditor. "
R. H. MORGAN, Acting Trainmaster.....Monte Vista, Col.

GENERAL OFFICES, ROOM 846 EQUITABLE BLDG., DENVER, COL.

Miles of road operated, 15. Gauge, 4 ft. 8½ in. Locomotives (coal burning), 1.

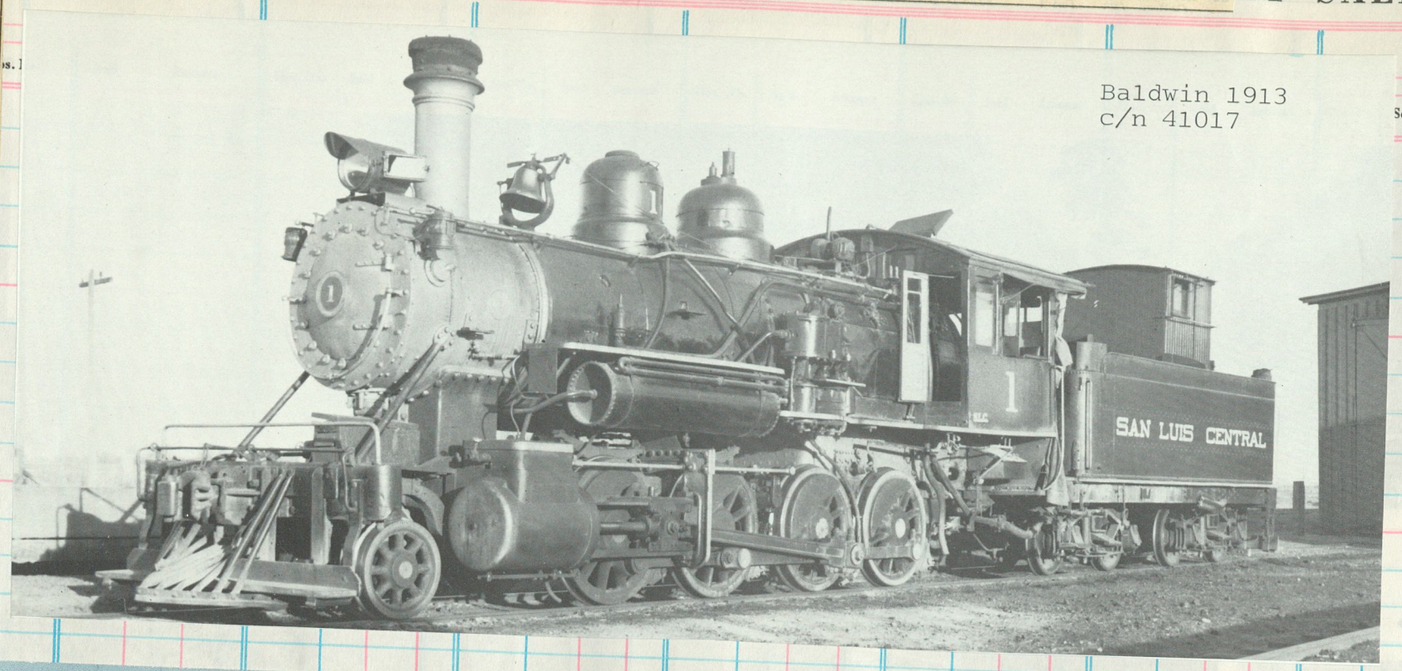
Freight Equipment—Total, 1 box car.

Freight cars owned are not employed in Commercial Service.

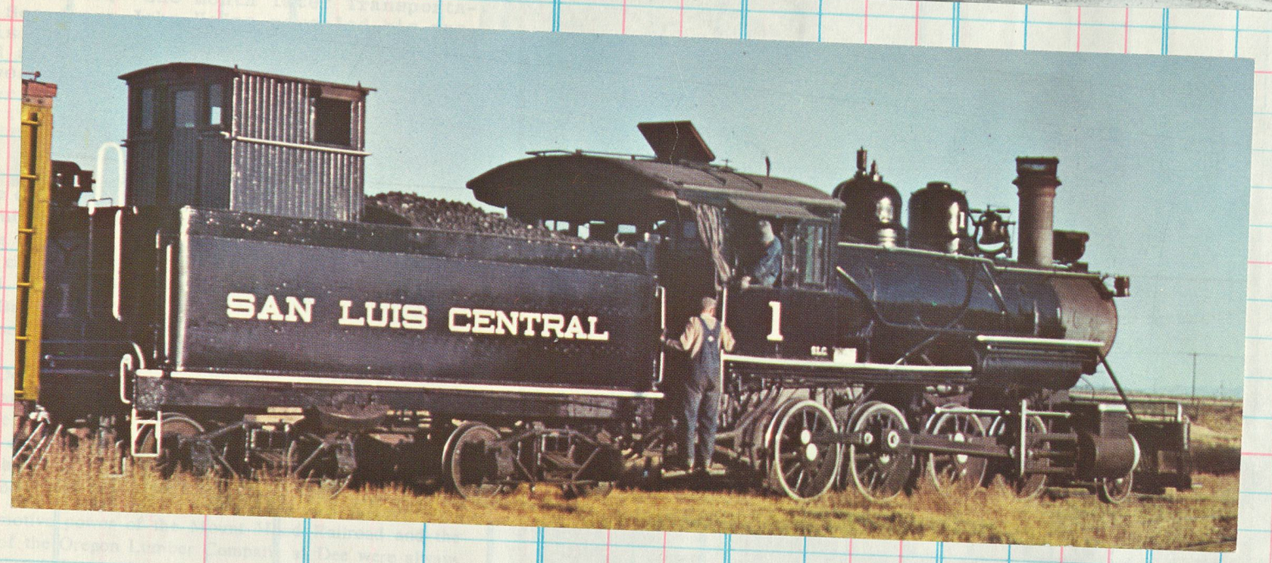
FREIGHT CONNECTIONS AND JUNCTION POINTS.

Denver & Rio Grande Western—Monte Vista, Col. and Sugar Jct., Col.

Oct., 1939.



Baldwin 1913
c/n 41017



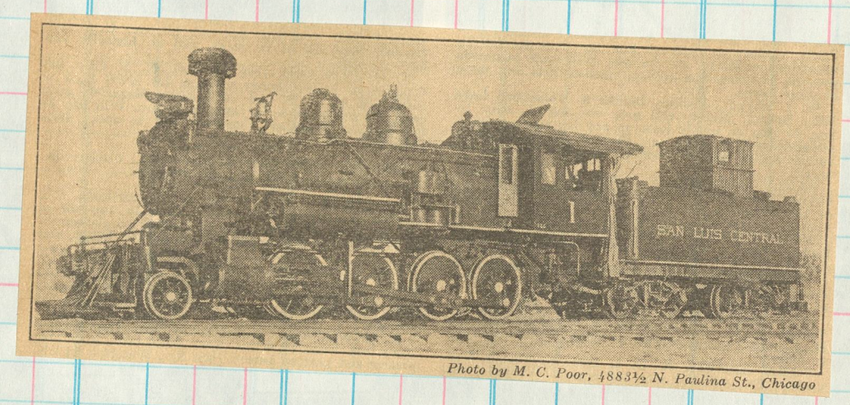


Photo by M. C. Poor, 4883½ N. Paulina St., Chicago

Sold	Amount	Clos. No.	Sold	Amount	Clos.No.	Sold

Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

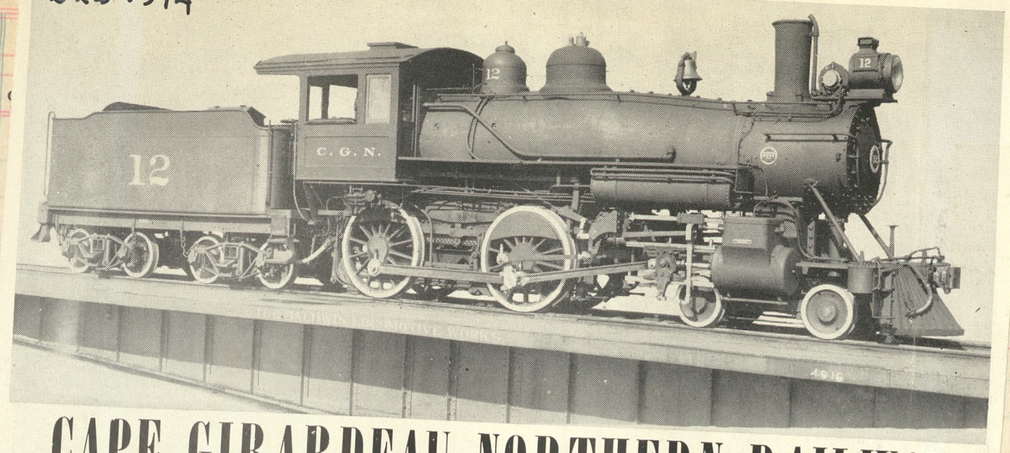
Next Seller's Signature

Total Accounted for

Amount | Clos. No. | Sold | Amount | Clos. No.

Three Eight wheelers delivered by Baldwin 1914. #12 c/n 41166 later to StL-SW, then SAU&G nos 8, 928

BLW 1914



CAPE GIRARDEAU NORTHERN RAILWAY

4-46 1000 bks. (Eureka 2353)

CAPE GIRARDEAU NORTHERN RAILWAY.

GEO. W. CROSS, Receiver, Cape Girardeau and Perryville, Mo.

Trains leave Perryville, Mo., for **Perryville Junction**[1], Mo. (12 miles), *9 00 a.m., *3 00 p.m. Leave Perryville Junction for Perryville, *11 00 a.m., *5 15 p.m.

* Daily. *Central time.* *December*, 1934.

Connection.—[1]With St. Louis-San Francisco Ry.

Cyls 18x24
dvs 62"
wt eng 113,200
tender 4000 gals 8 Ton

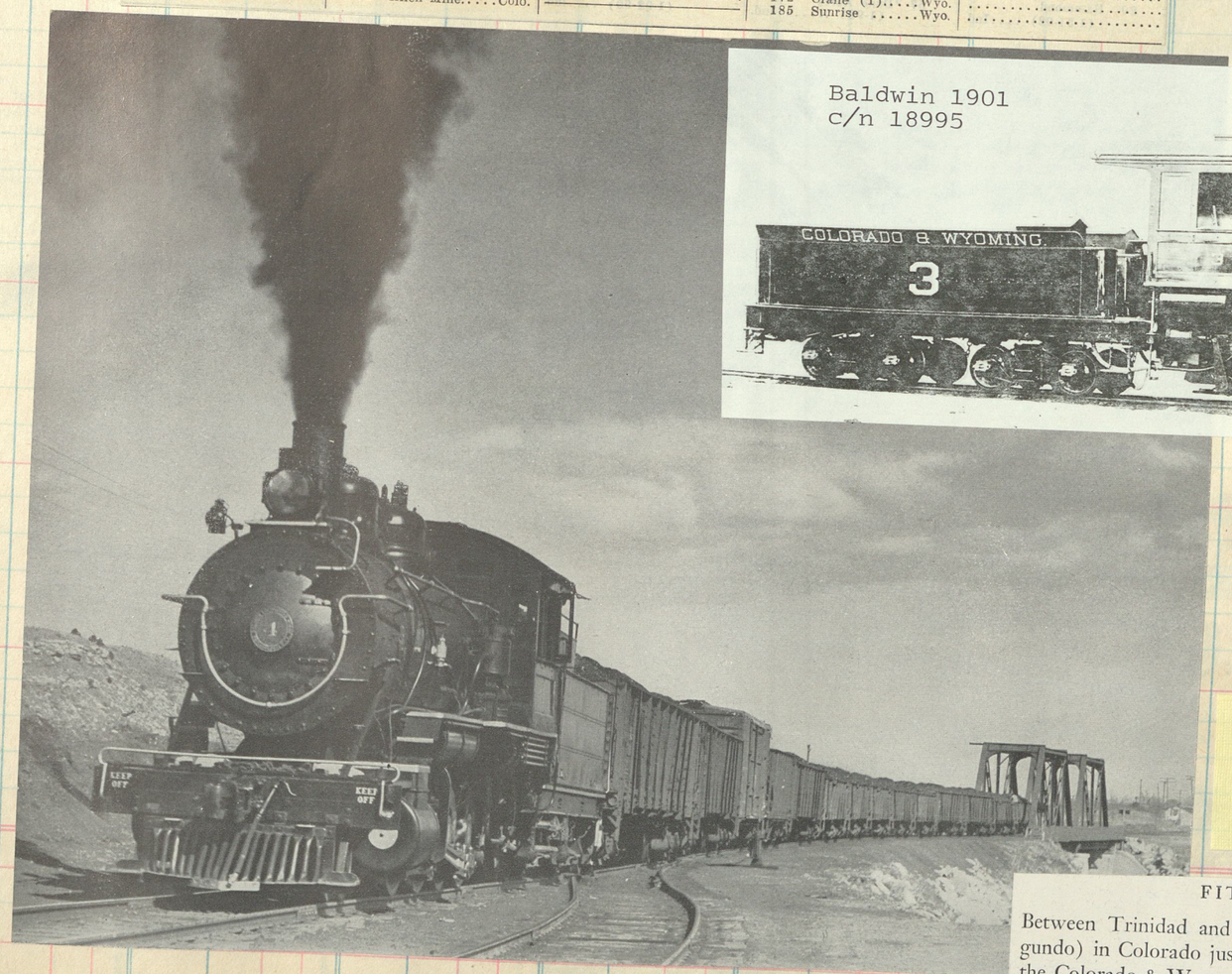
R. M.—The Cape Girardeau Northern was incorporated in 1913 when it purchased the Cape Girardeau & Chester, the Chester, Perryville & Ste. Genevieve, and the Salem Valley. Although it owned 104 miles of line, it operated only 13 miles of track when it suspended in the summer of 1934. At that time it had three locomotives, and three motor cars.

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

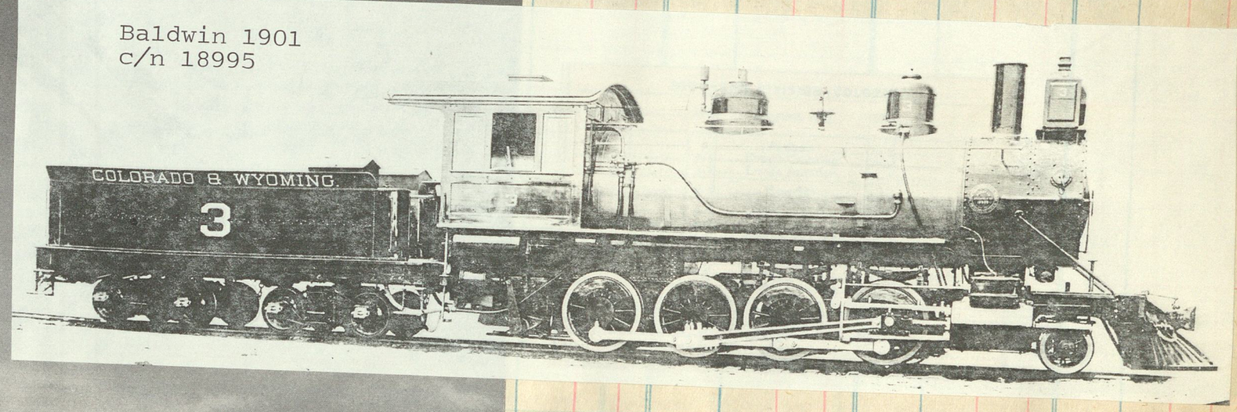
56

THE COLORADO & WYOMING RAILWAY COMPANY.

SOUTHERN DIVISION.		MIDDLE DIVISION.	NORTHERN DIVISION.	
10 *Jansen (1)....Colo.	80 *East Weston (1) .....Colo.	120 Minnequa .....Colo.	160 Guernsey .....Wyo.	.....
50 *Valdez (1)....Colo.	85 *Weston .....Colo.		172 *Crane (1).....Wyo.	.....
55 Segundo .....Colo.	92 *Allen Mine.....Colo.		185 Sunrise .....Wyo.	.....



Baldwin 1901
c/n 18995



Consolidation #4
Baldwin 1901
c/n 19813

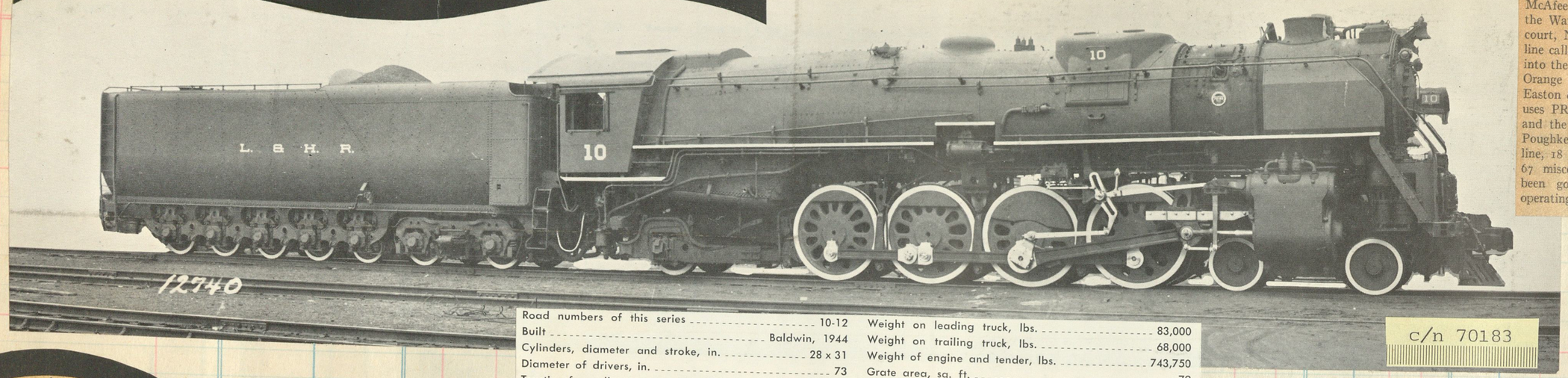
FIT FOR THE EASTER PARADE

Between Trinidad and Tercio (logically enough by way of Primero and Segundo) in Colorado just north of the New Mexican boundary runs a division of the Colorado & Wyoming, a railroad with the best maintained motive power in the Southwest. Its shops at Segundo, complete to the last hydraulic jack, lathe, and hoist, glitter with precision tools like a watchsmith's. Its two beautiful little engines, engaged in hauling a daily coal drag down to Trinidad for the mighty Colorado Fuel and Iron Company, are resplendent in silver paint with green trim and might have just been wheeled out of Tiffany's show rooms. One of the two Consolidations which are the pride of their crews is usually being shopped while the other is working steam. When General Palmer was laying out the "camino de fiero caril" which he planned for this old Spanish region, the demand of local property owners that the railroad be constructed near their mines and ranches required the promising of numerous branch lines, and the Southern Division of the Colorado & Wyoming is one of these.

36

SELLER
DATE
FORM

LEHIGH & HUDSON RIVER RAILWAY



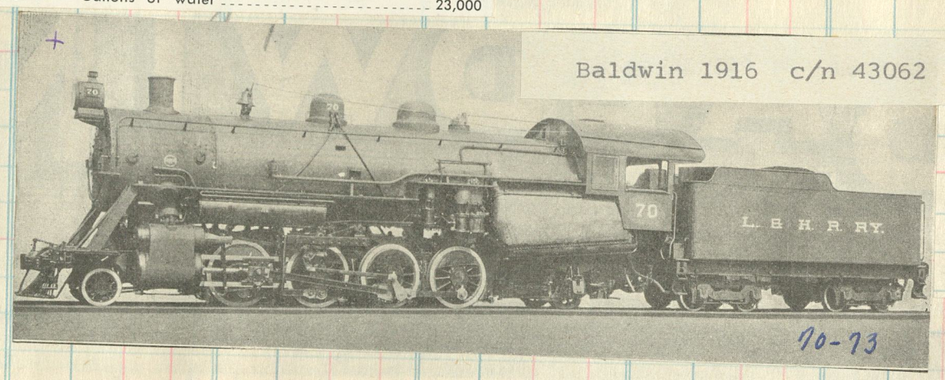
c/n 70183

W. W. R., Batavia, N. Y.—The Lehigh & Hudson River Ry was opened in 1882, when a road of the same name running from McAfee to Belvidere, N. J., and another called the Warwick Valley RR, from McAfee to Greycourt, N. Y., were merged. The year before a line called the Pequest & Walkill had been merged into the original L&HR. In 1907 it took over the Orange County RR, and in 1012 the South Easton & Phillipsburg and the Mine Hill RR. It uses PRR tracks from Belvidere to Phillipsburg, and the PRR uses its tracks on the way to the Poughkeepsie Bridge. It now owns 96 miles of line, 18 locomotives, 232 freight, 4 passenger and 67 miscellaneous cars. Its financial record has been good; even in 1934, out of $1,422,589 operating revenues, it showed $184,337 net income.

Road numbers of this series	10-12
Built	Baldwin, 1944
Cylinders, diameter and stroke, in.	28 x 31
Diameter of drivers, in.	73
Tractive force, lbs.	67,000
Boiler pressure, lbs. per sq. in.	240
Total weight of engine, lbs.	419,500
Weight on drivers, lbs.	268,500
Weight on leading truck, lbs.	83,000
Weight on trailing truck, lbs.	68,000
Weight of engine and tender, lbs.	743,750
Grate area, sq. ft.	79
Evaporative heating surface, sq. ft.	4511
Superheater heating surface, sq. ft.	1887
Tender capacity: Tons of coal	21
Gallons of water	23,000

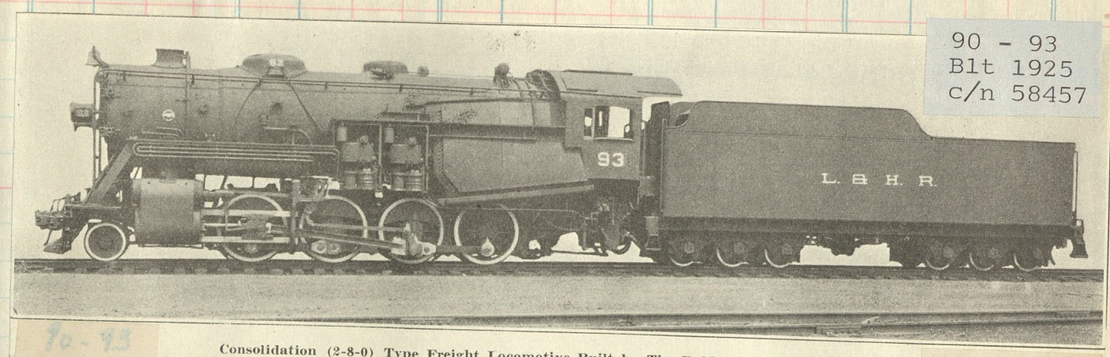
L&HR

Eng 93 wheels the tonnage near Great Meadows, N.J.



Baldwin 1916 c/n 43062

70-73



90 - 93
Blt 1925
c/n 58457

Cyls 27x32
dvrs 61"
TE 71,500

90-93

Consolidation (2-8-0) Type Freight Locomotive Built by The Baldwin Locomotive Works.

Phone Port Jervis 11F3.

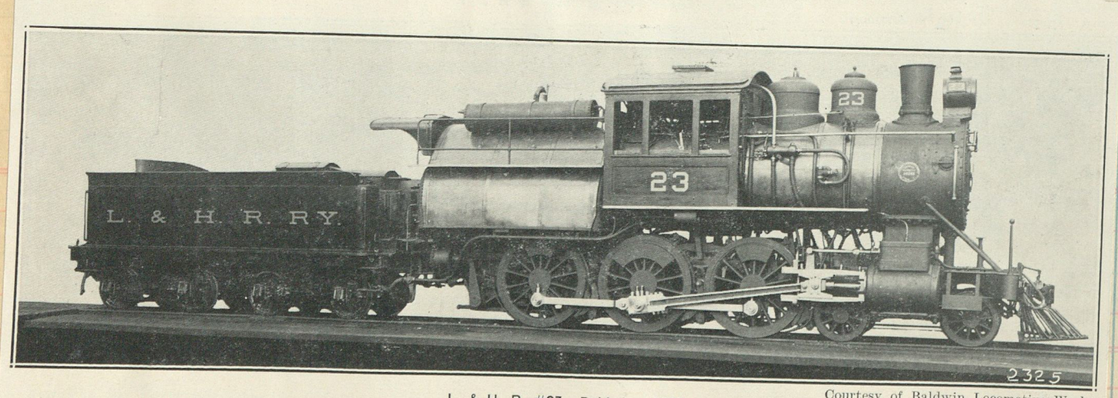
WANTED—Experienced railroad fireman and brakeman Apply in person with service letter at General Office, L. & H. R. Railway, Warwick, N. Y.

MARRIED MAN, middleaged, must be ... dependable

1942

Sign of the Times

Many years have elapsed since railroads last advertised for operating employees in the newspapers. But the fact is that within the last few months a shortage of experienced employees has arisen *in certain restricted localities.* This want-ad was placed in a Middletown (N. Y.) daily newspaper by the 72-mi. Lehigh & Hudson River.

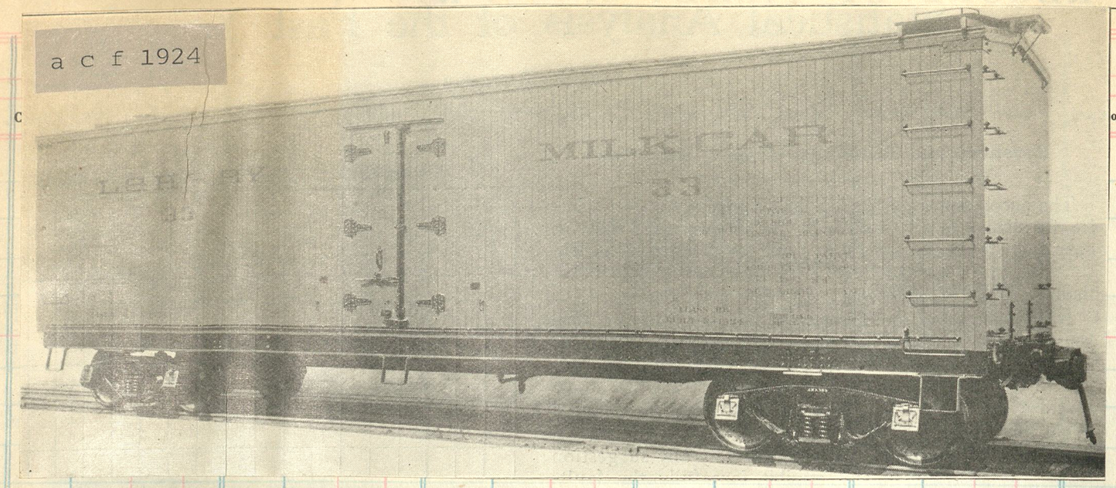


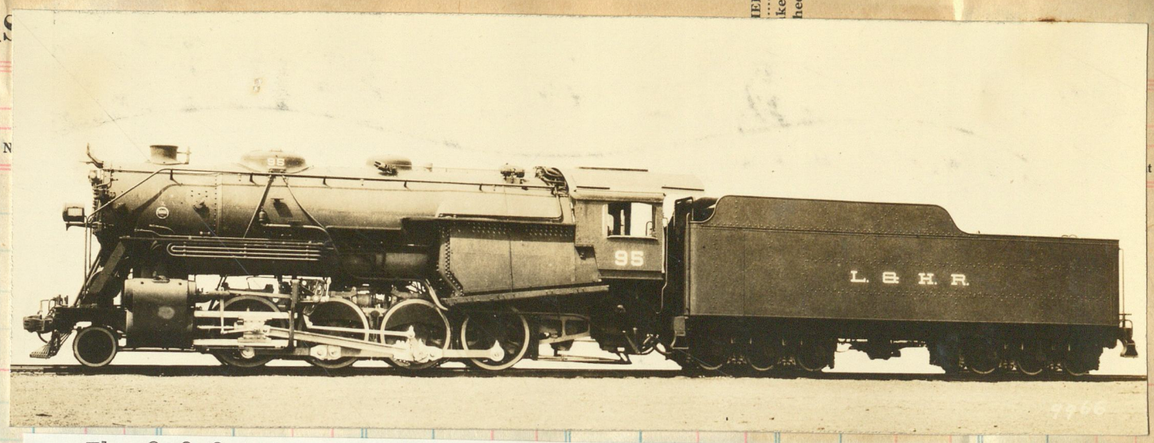
L. & H. R. #23—Baldwin—1907. Courtesy of Baldwin Locomotive Works.

2nd #23 c/n 30268 Sold to M & U #2 in 1922 See page 85

Extra 92 South near Craigville

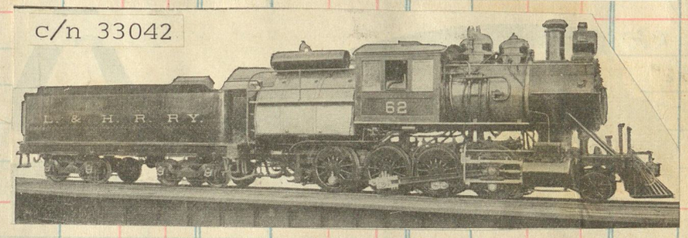
a c f 1924

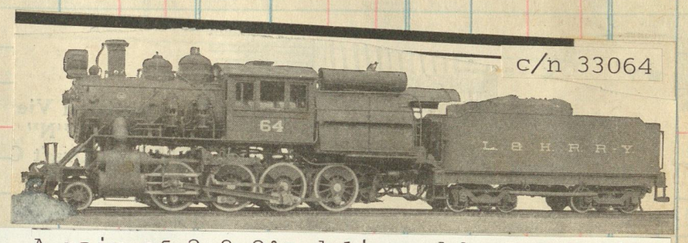




The 2-8-0 type was never really out of date and many could turn in a day's work equal to many of the latter day designs. The 95 is an excellent example. Turned out by Baldwin in 1927 (c/n 59980) she could wheel tonnage with the best of them.

c/n 33042

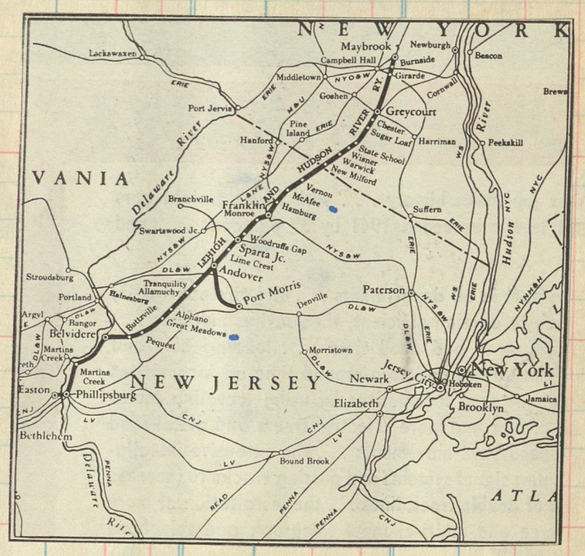




c/n 33064

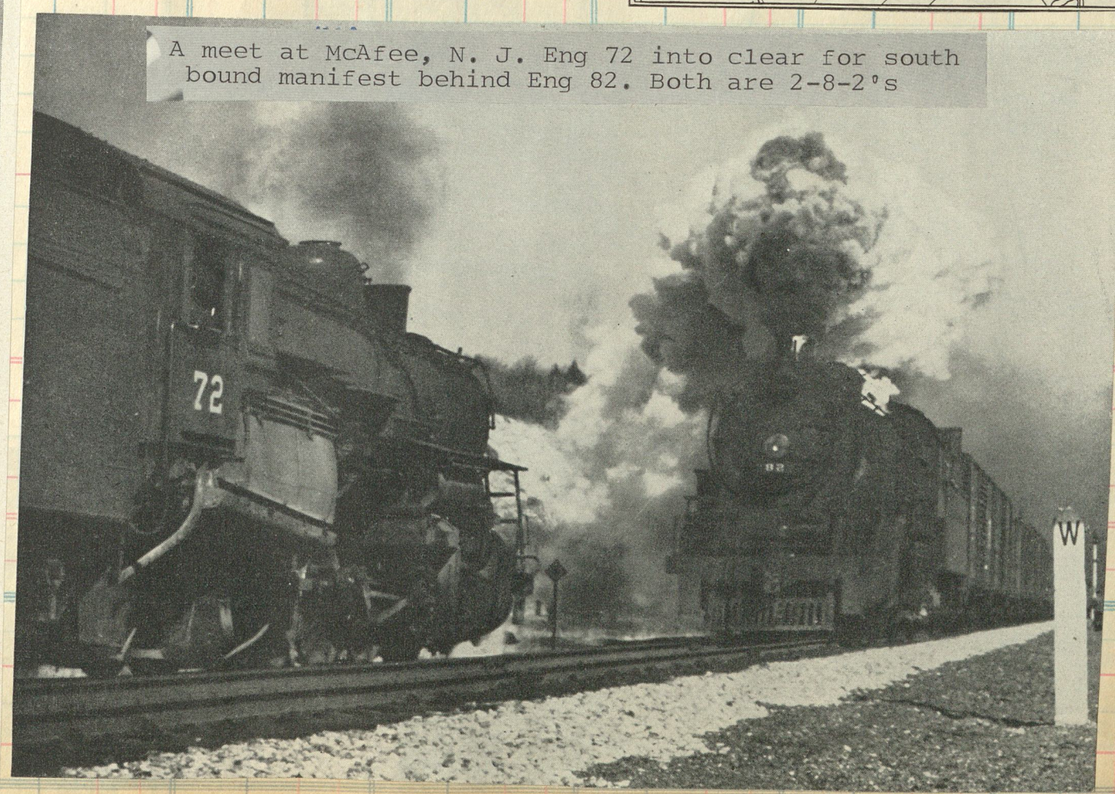
A pair of 2-8-0's delivered by B L W 1908 cyls 22x28 dvs 56" TF 41,140

A masterpiece of steam action! Consolidation #94 pulls out of the passing track at Lake, New York



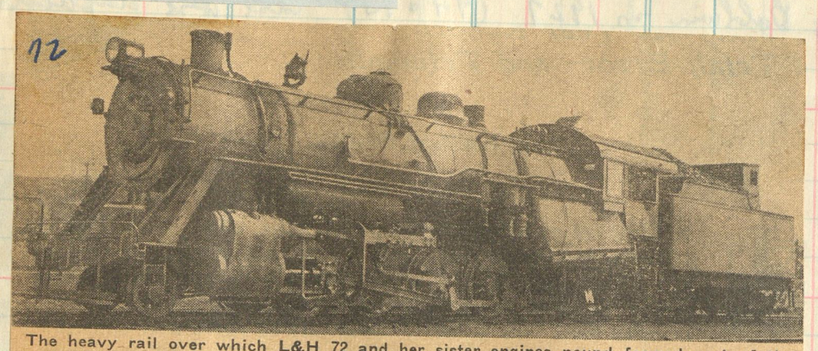
↗A Baldwin-built light U.S.R.A. Mikado with a westbound Lehigh & Hudson merchandiser out of Maybrook, N. Y., passes the home signals for an NYO&W crossing. L&H, which is short on route mileage but long on financial prosperity, is owned by several eastern lines, acts as a Keystone State-New England bridge railroad.

A meet at McAfee, N. J. Eng 72 into clear for south bound manifest behind Eng 82. Both are 2-8-2's

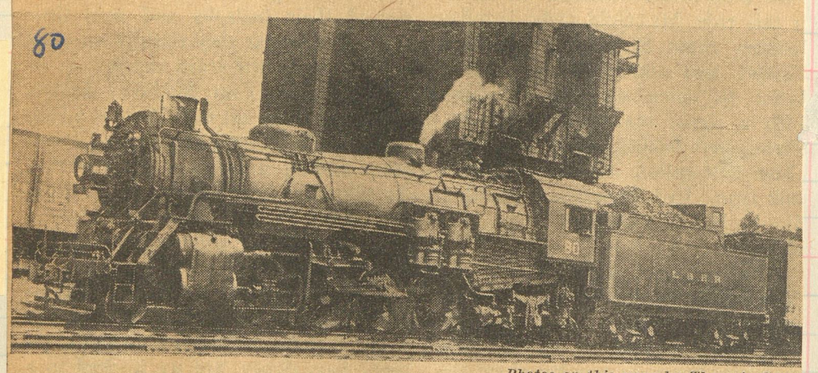


#9, the "John Rutherfurd", a 2-6-0 blt by Baldwin (c/n 7979) in 1886

10-73
Cyls 25x30
Dwn 56"
T.F. 54,070



The heavy rail over which L&H 72 and her sister engines pound formed part of the route of the once-famous "Federal Express", from October, 1912, until completion of the Hell Gate bridge in January, 1916



Photos on this page by Theo. A. Gay

With squirrel tail and high-heaped tender bunker, Number 80 snaps white flags impatiently at Warwick. During the last 10 years, between 87 and 88 percent of Lehigh & Hudson freight has come from connecting lines

Four USRA Mikes fm Baldwin in 1918 Noed 80-83 c/n 49616

USRA light 2-8-2 82 and heavy Consolidation 90 doublehead a westbound freight through New Milford, N.Y., just above the New Jersey state line, on March 28, 1943.

Mountain type #10 departing Warwick with a long train of empty hoppers

Engine 90 thunders into Warwick yard with symbol freight AO-3

The Great Meadows station is of the older, ever vanishing, gingerbread style. Note the semaphore in front of the office.

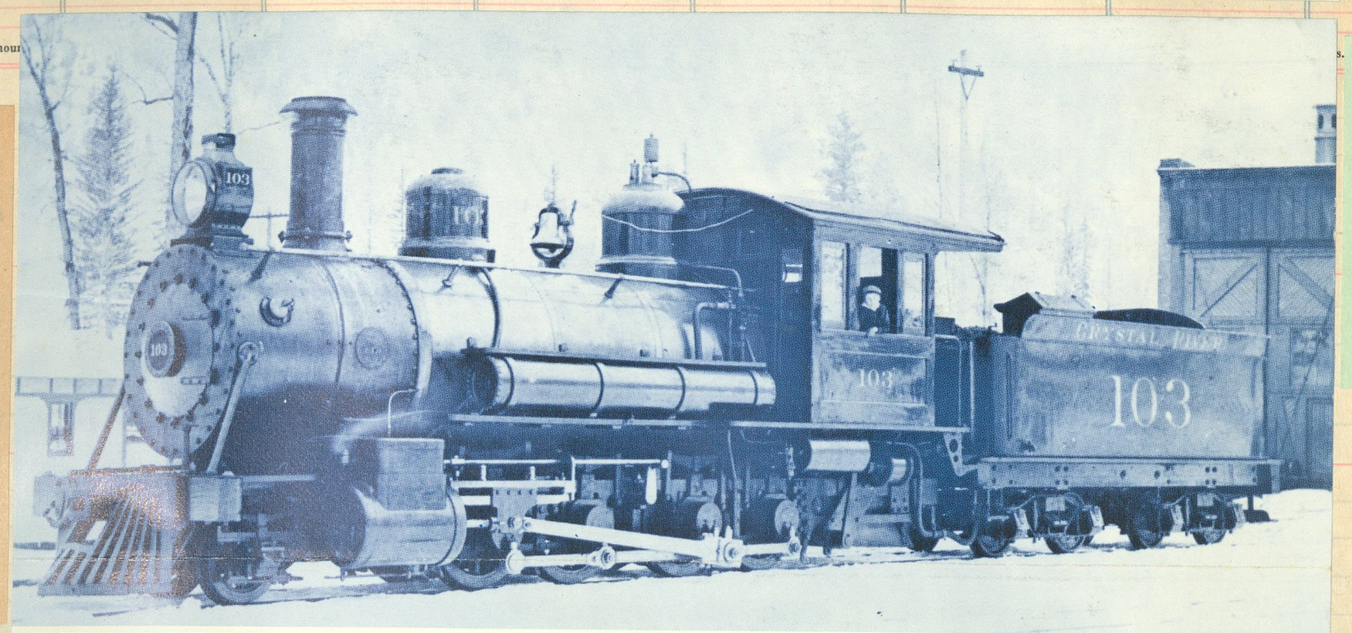
Crystal River & San Juan

NYCS A P A-46 4-46 1000 bks. (Eureka 2353) Printed in U. S. A.
CUT HERE To Make Short Sheet
59

Clos. No. | Sold | Amount

Purchased by D&RG in 1916 and noed 432, later D&RGW #375. Retired in 1949.

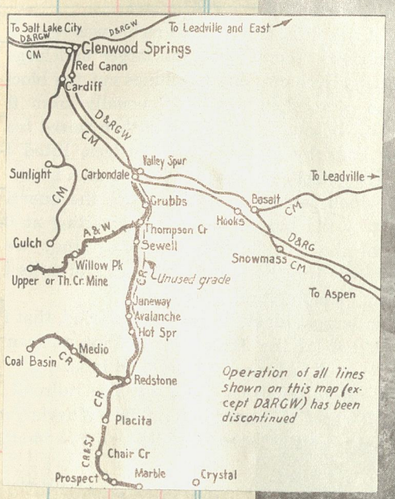
cyls 18 x 20
drivers 38"
B.P. 170 lbs
Wt 117,400#
T.F. 24,641

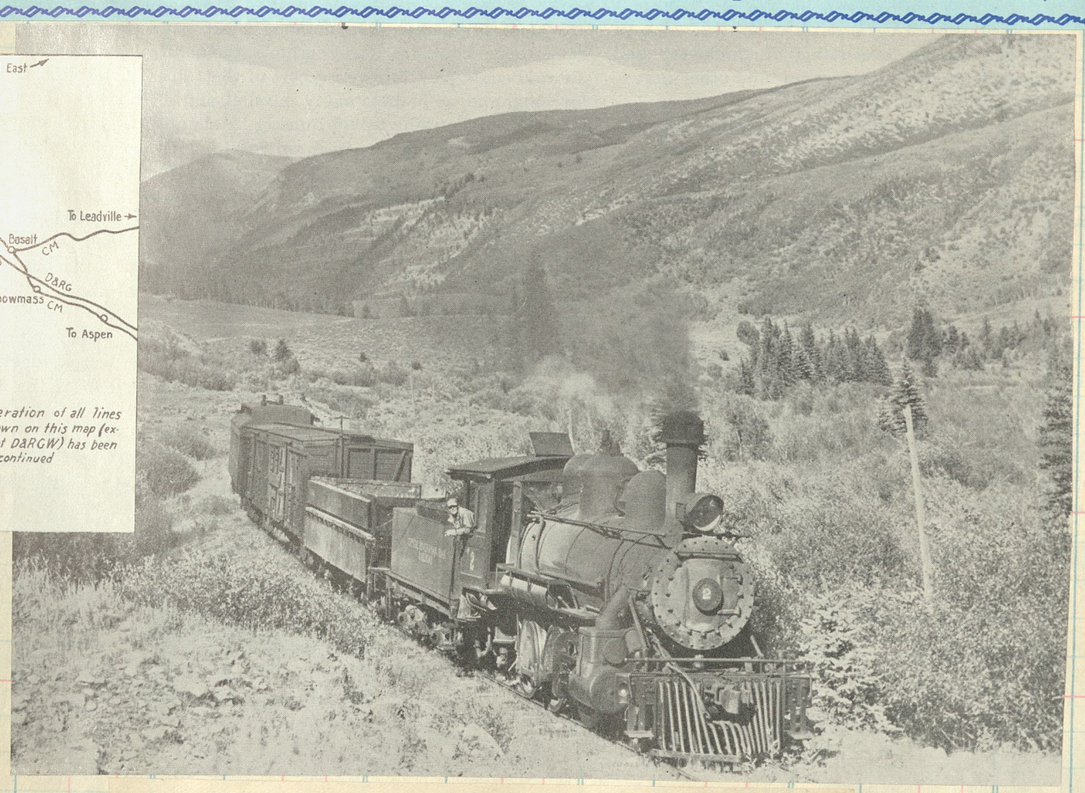


NARROW GAUGE CRYSTAL RIVER RR 2-8-0 NO. 103 AT REDSTONE COLLECTION OF FRED AND JO MAZZULLA

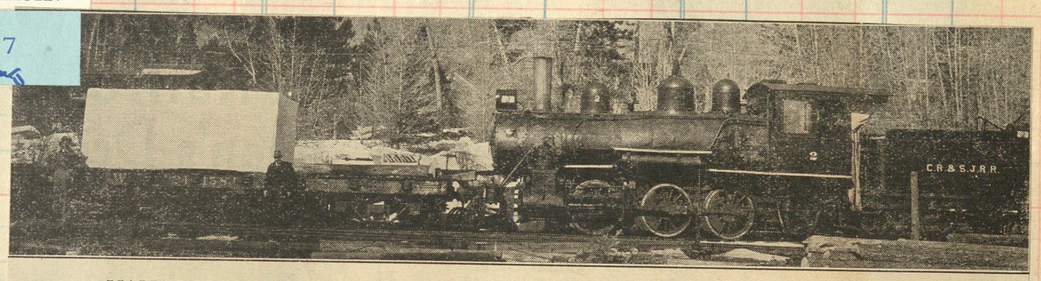
Crystal River trackage from Carbondale to Placita built to standard gauge. The branch from Redstone to Coal Basin laid to three foot. The C.R.& S.J. built from Placita to Marble and in 1910 took over operation of the entire road. Marble for the Tomb of the Unknown Soldier and the Lincoln Memorial in Washington, D.C. was taken from the Yule quarries near Marble.

A handsome, and husky, Consolidation delivered by Baldwin in 1903 c/n 21757

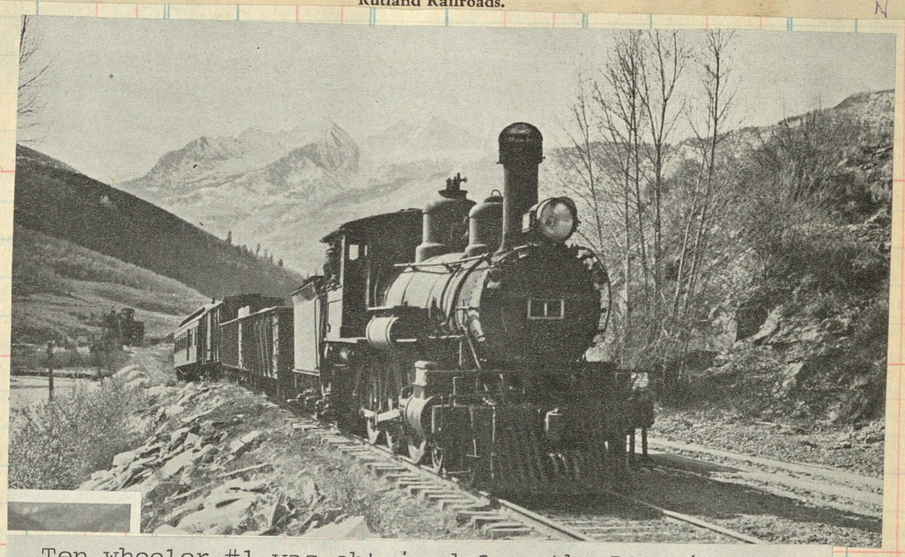




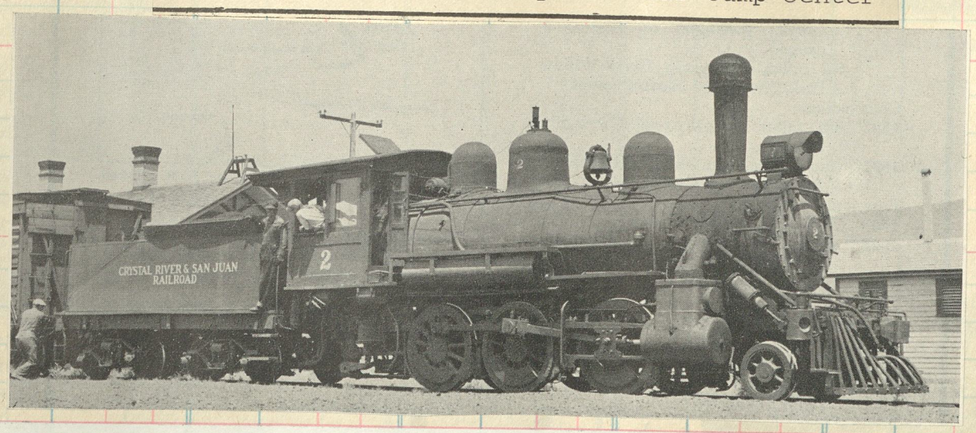
#2 approaching the 3% grade near Camp Center



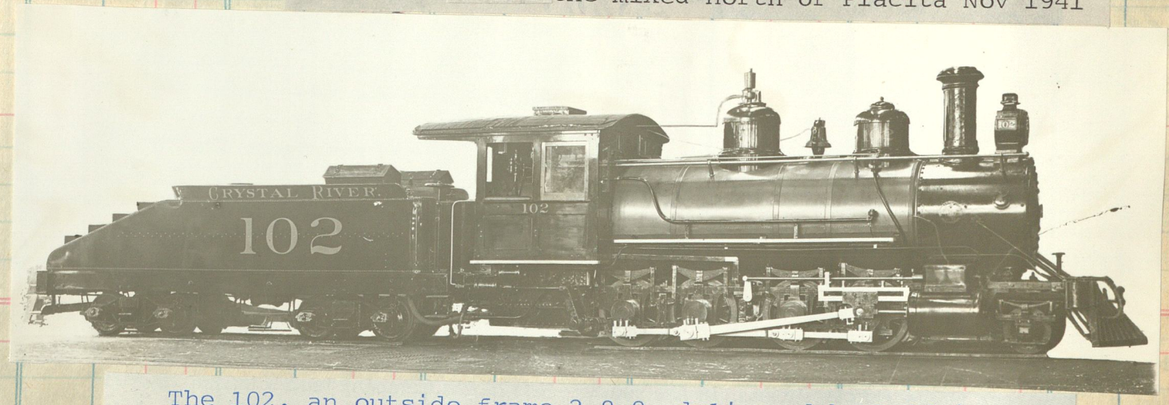
MARBLE BLOCK OF RECORD SIZE FOR UNKNOWN SOLDIER'S TOMB IN WASHINGTON 1931
This block is probably the largest piece of marble ever transported across the country by rail. It was shipped from Marble, Col., to Proctor, Vt., during the period from February 5 to 14. The block weighs 56 tons, and measures 14 feet by 7 feet by 6 feet. It was consigned to the Vermont Marble Company, Center Rutland, Vt., where it will be finished for erection in Arlington Cemetery at the Unknown Soldier's Tomb. The shipment was handled by the Crystal River & San Juan, the Denver & Rio Grande Western, the Atchison, Topeka & Santa Fe, the Missouri Pacific, the Pennsylvania, the New York Central and the Rutland Railroads.



Ten wheeler #1 was obtained from the D&RG in 1915. Blt by Baldwin in 1891 [c/n 11717] as D&RG #532. Here she rolls the mixed north of Placita Nov 1941



Mogul #2 built as the Clarendon & Pittsford [Rutland, Vt] No 5 by Baldwin in 1902, c/n 20459



The 102, an outside frame 2-8-0, delivered by Baldwin in 1900 c/n 17717. In 1916 became D&RG #431, later reblt and noed D&RGW #361.

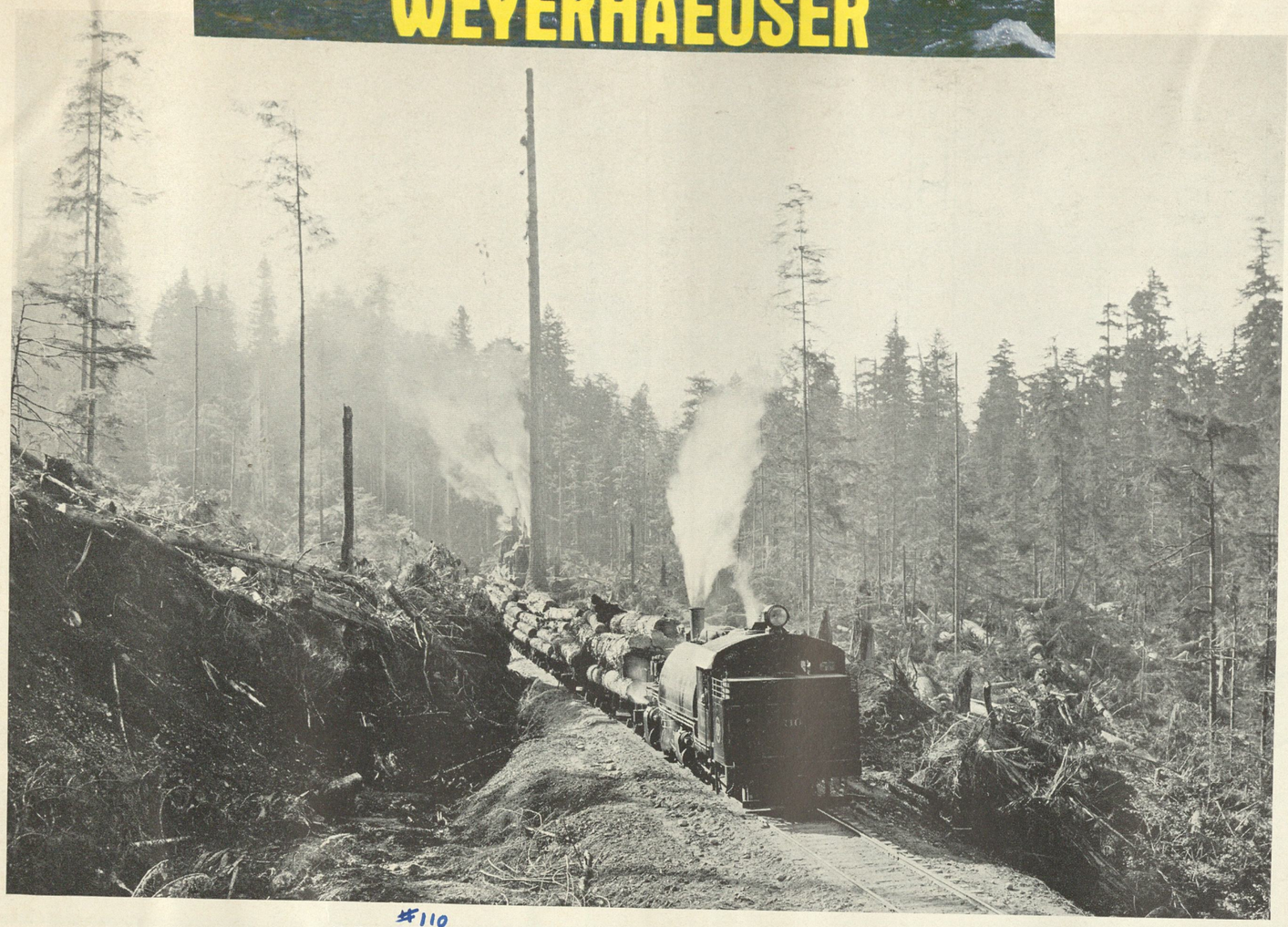
60

SELLER
DATE
FORM | DESTINATION | Amt.

WEYERHAEUSER

ALES AT

o.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

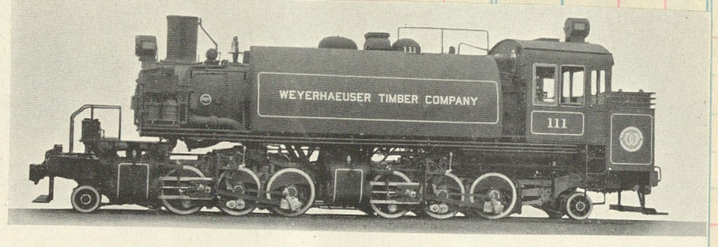


#110
Mallet Locomotive of the 2-6-6-2 Type, Built by The Baldwin Locomotive Works in 1928, Hauling Logs at the Skookum Chuck Operation of the Weyerhaeuser Timber Co.

6881

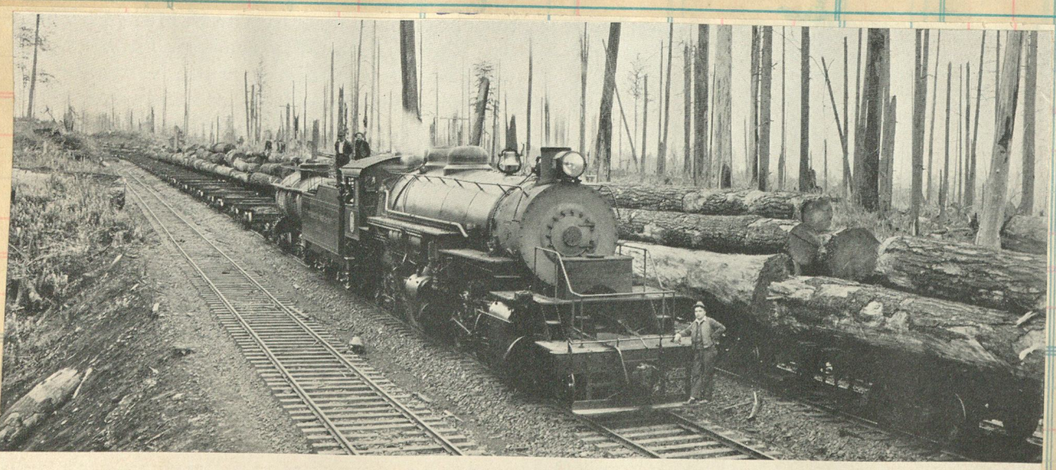
Single-Expansion, Articulated Locomotive Built by Baldwin in 1929

Gauge of Track.....4′ 8½″
Cylinders (4).....16″ x 24″
Steam Pressure.....210 lb.
Drivers, Diameter.....44″
Weight on Drivers.....219,750 lb.
Weight, Total.....263,250 lb.
Tractive Force.....46,900 lb.



Mallet, 2-6-6-2 Type Locomotive Built in 1934 for the Weyerhaeuser Timber Company

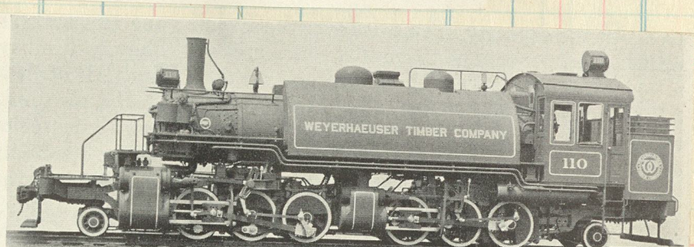
Gauge of Track.....4′ 8½″
Fuel.....Oil
Cylinders, H.P.....20″ x 28″
Cylinders, L.P.....31″ x 28″
Steam Pressure.....225 lb.
Drivers, Diameter.....51″
Heating Surface.....3,113 sq. ft.
Superheating Surface.....895 sq. ft.
Grate Area.....57.3 sq. ft.
Tractive Force.....59,600 lb.
Weight on Drivers.....258,580 lb.
Weight, Total Engine.....296,180 lb.
Weight, Engine and Tender....437,400 lb.
Tender Water Capacity....7,000 U. S. gal.
Tender Fuel Capacity.....2,500 U. S. gal.



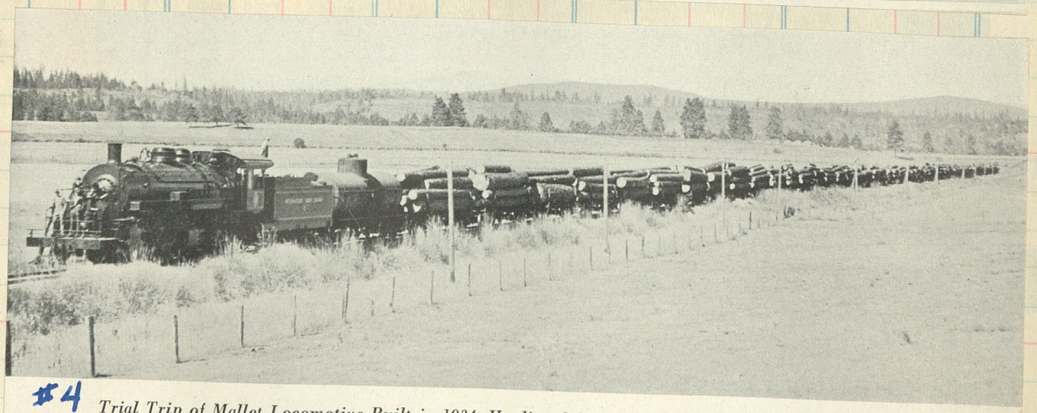
Mallet Locomotive Number 200 at the Longview Operation Delivering Empty Cars to the Woods. The Trainload of Logs on the Siding Is Waiting to Be Hauled to the Mill.

Mallet Locomotive of the 2-6-6-2 Type Built in 1928

Gauge of Track.....4′ 8½″
Cylinders.....17″ and 26″ x 24″
Steam Pressure.....200 lb.
Drivers, Diameter.....44″
Weight on Drivers.....187,600 lb.
Weight, Total.....228,500 lb.
Tractive Force.....37,500 lb.

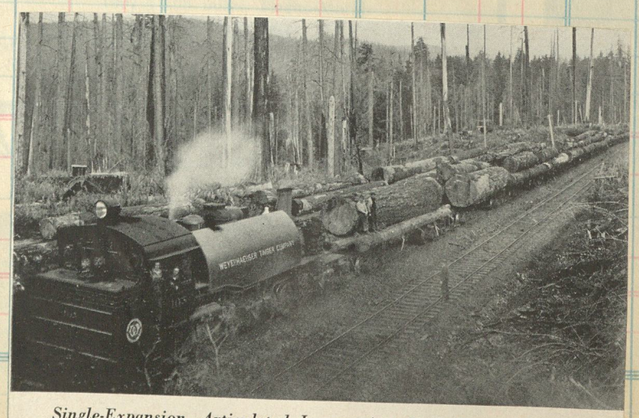


c/n 60561. Sold to Rayonier (Grays Harbor) in 1954. Now owned by NRHS



#4
Trial Trip of Mallet Locomotive Built in 1934, Hauling Oil Car, Fifty-eight Loads of Logs and a Caboose

A View in the Pine Timber Holdings of the Weyerhaeuser Timber Company at Klamath Falls

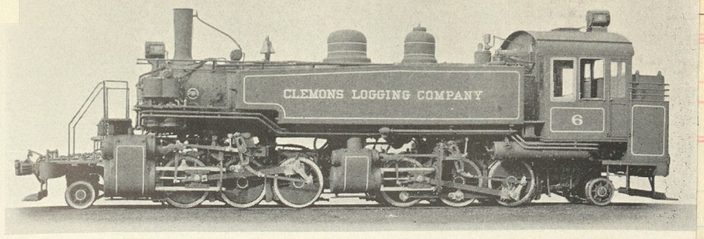


Single-Expansion, Articulated Locomotive, Built by Baldwin in 1929, in Service at the Longview Operation

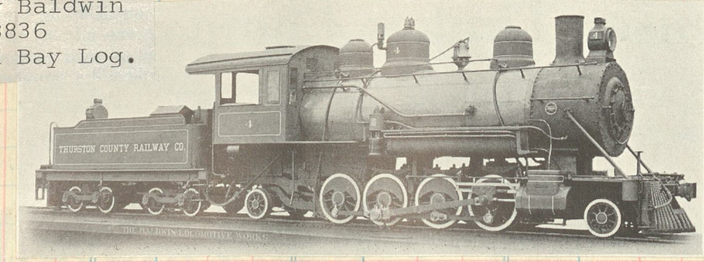
Blt 1924, c/n 57601 Renoed
Weyerhaeuser 2nd #111 (1936)

Mallet Locomotive Built by Baldwin for the Clemons Logging Company, a Weyerhaeuser Property, in ~~1923~~

Gauge of Track	4′ 8½″
Cylinders	17″ and 26″ x 24″
Steam Pressure	200 lb.
Drivers, Diameter	44″
Weight on Drivers	182,000 lb.
Weight, Total Engine	220,000 lb.
Tractive Force	37,500 lb.



Blt by Baldwin
c/n 38836
To Mud Bay Log.



Mikado Type Locomotive Built for the Thurston County Railway, a Weyerhaeuser Subsidiary, in 1912

Gauge of Track	4′ 8½″
Cylinders	18″ x 24″
Steam Pressure	180 lb.
Drivers, Diameter	44″
Weight on Drivers	113,400 lb.
Weight, Total Engine	141,000 lb.
Weight, Engine and Tender	210,000 lb.
Tractive Force	27,000 lb.

Old Baldwin Mikado Hauling a Log Train at Klamath Falls Branch of Weyerhaeuser Timber Company

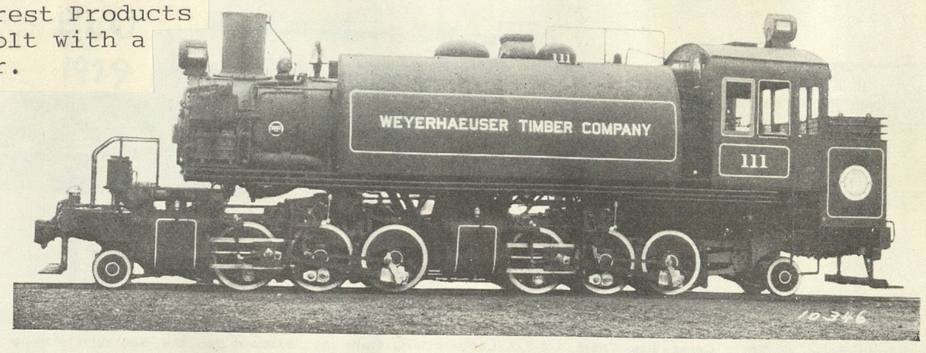
000 bks. (Eureka 2353)
Printed in U. S. A.

CUT HERE To Make Short Sheet

Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

61

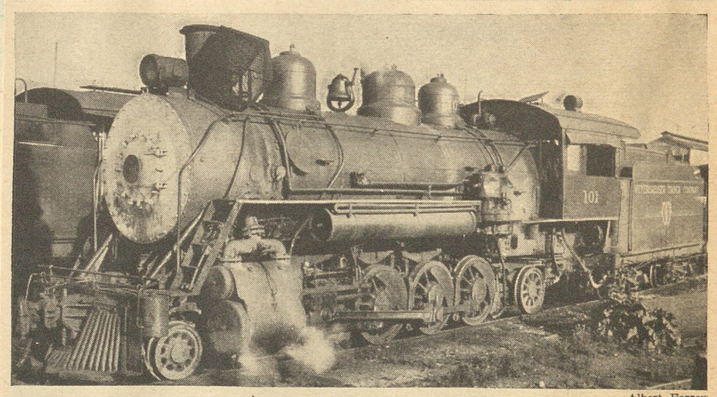
Blt 1929 c/n 60811. Sold to Canadian Forest Products in 1947 and rebl t with a seperate tender.



Cylinders (4)	16 in. x 24 in.	Superheating surface	583 sq. ft.
Grate area	41.5 sq. ft.	Weight on drivers	219,750 lb.
Water heating surface	2,300 sq. ft.	Total weight of engine	263,250 lb.
Tractive force	46,900 lb.		

Fig. 155—A Compact and Flexible Baldwin Design of Locomotive Well Qualified to Meet the Difficult Requirements of Logging Service

2-8-8-2 #201 at Longview (Wash.)



Albert Farrow

NIFTY LOCOMOTIVE 101, BALDWIN BUILT IN 1913, ON WEYERHAEUSER TIMBER COMPANY'S LINE, VAIL, WASH.

ex Cherry Valley #101 c/n 39787

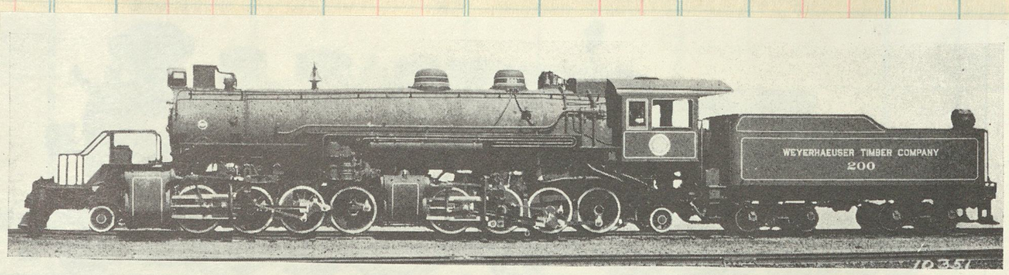
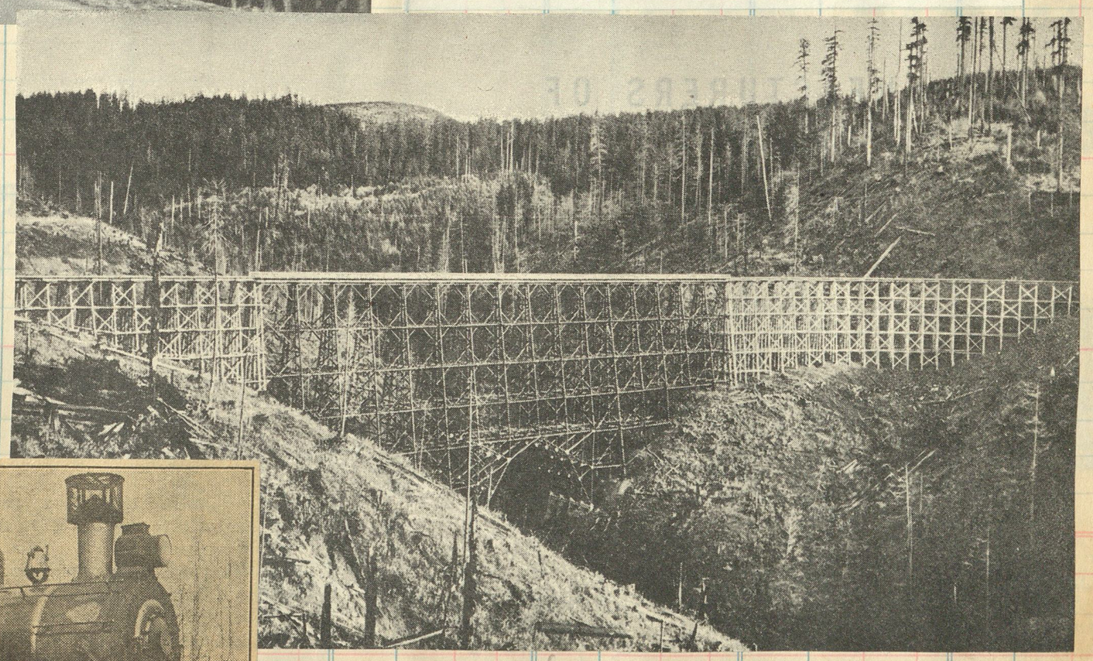


Fig. 3210—Articulated Mallet 2-8-8-2 Type Locomotive. Built for Weyerhauser Timber Company by The Baldwin Locomotive Works. 1929 c/n 60837

Gage	4 ft. 8½ in.	Total Engine Wheel Base	50 ft. 0 in.
Cylinders	23 in. and 35 in x 28 in.	Evaporative Heating Surface	3,639 sq. ft.
Steam Pressure	215 lb.	Superheating Surface	985 sq. ft.
Diam. of Drivers	51 in.	Grate Area	64.5 sq. ft.
Tractive Force	75,000 lb.	Weight on Drivers	319,550 lb.
Driving Wheel Base, Each	13 ft. 6 in.	Weight of Engine	355,300 lb.



c/n 41739

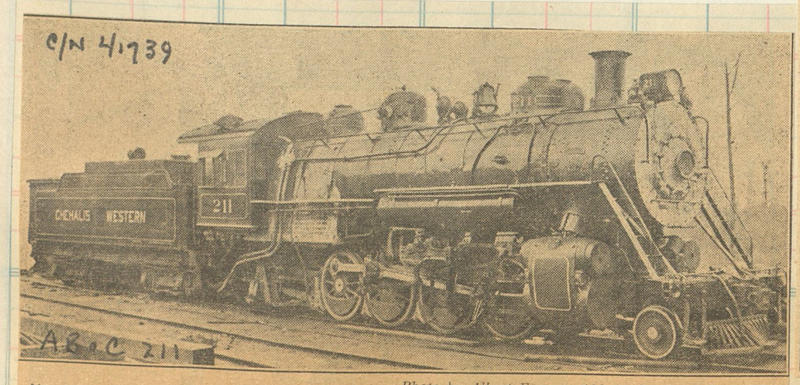
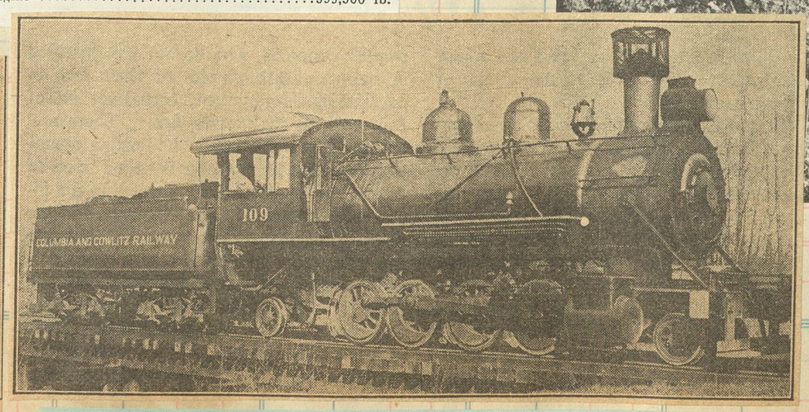


Photo by Albert Farrow, 132 10 St., S., Auburn, Wash

No. 211 of the Newly Organized Chehalis Western RR., Built by Baldwin, 1914, One of Two Locos Just Bought from the Atlanta, Birm. & Coast by Weyerhauser Timber Co., Chehalis, Wash., Owners of CW



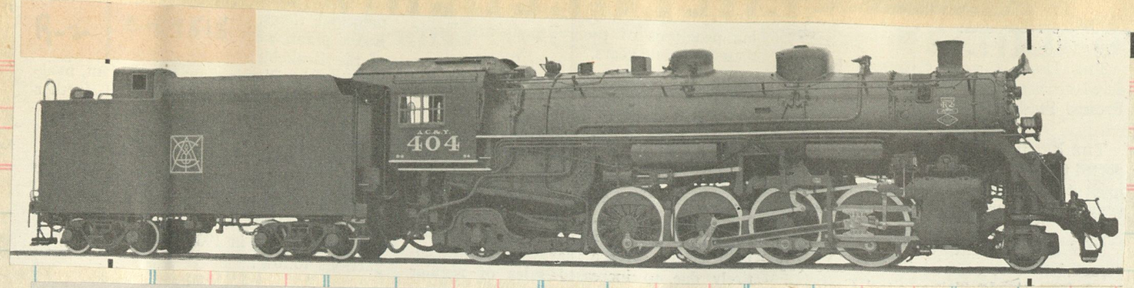
Columbia & Cowlitz 109 was blt by Baldin in 1914 (c/n 41710) as the Columbia & Nehalem River #117

Erected in 100 days
1130' long
285' high

62

Akron, Canton & Youngstown

Com. No.

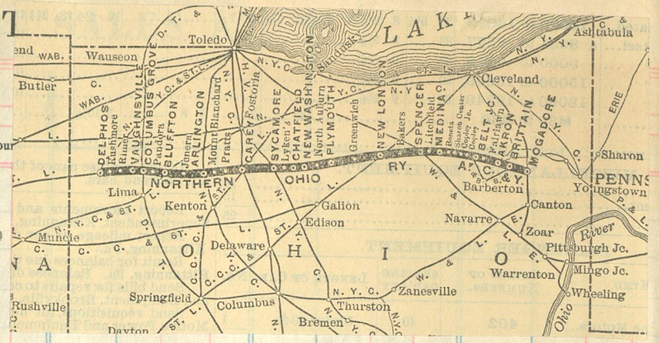


Constructed by LIMA (c/n 7818) in 1941

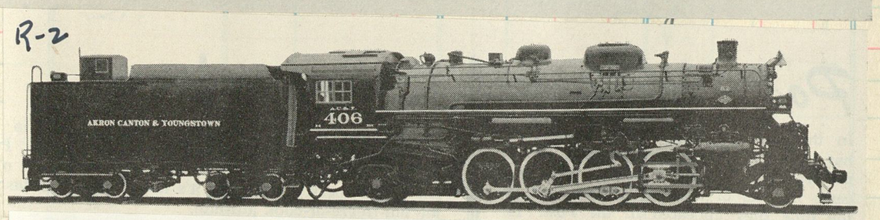
F TICKET

Clos. No. Sold Amour

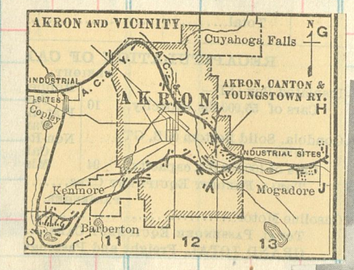
cyls 26x30
dr 64
T.E. $3,800



R-2



LIMA 1944 c/n 8798



1923.

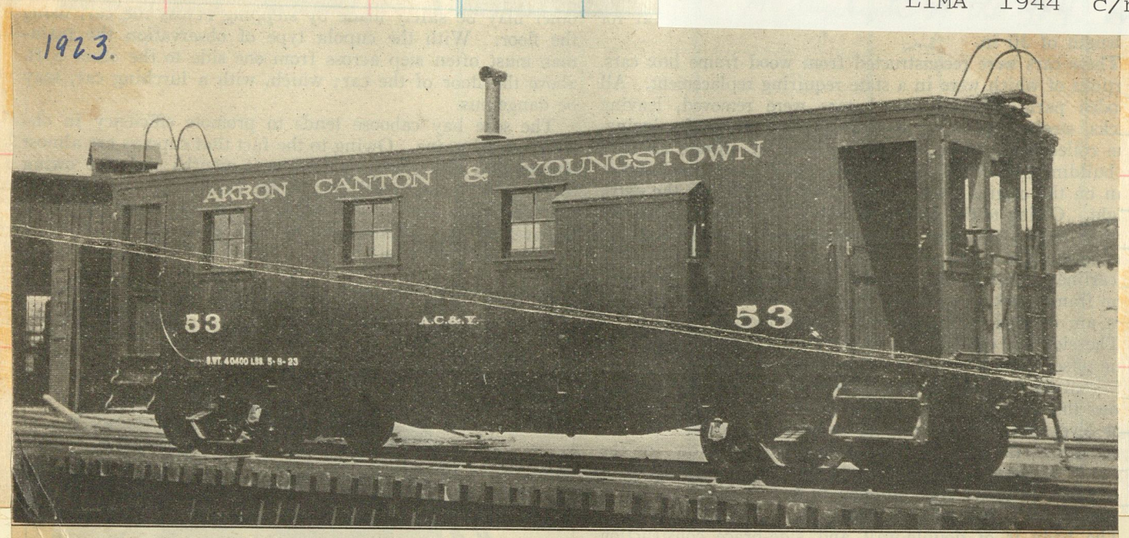
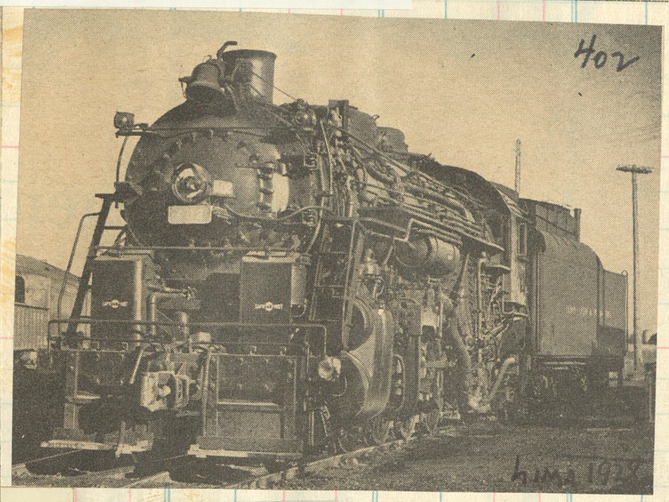
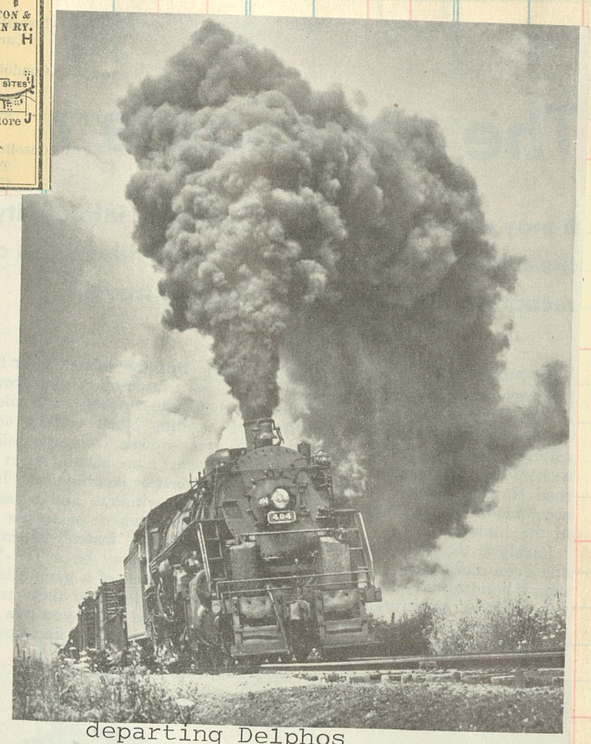


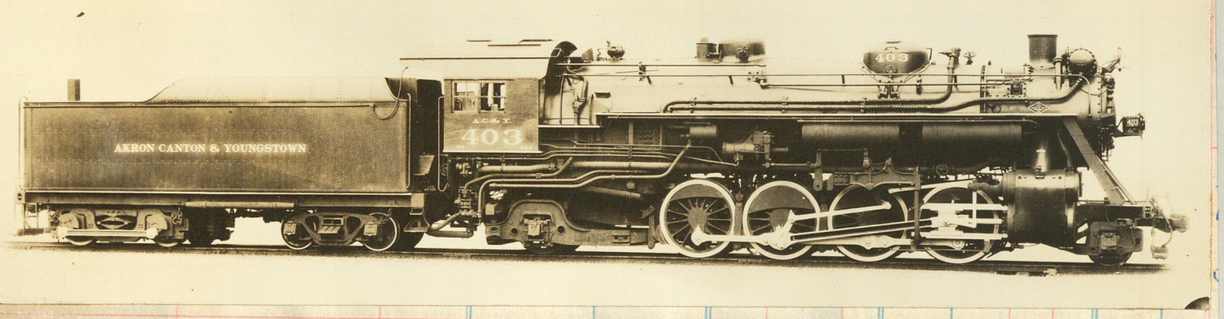
Fig. 1—Side Bay Caboose Used on Akron, Canton & Youngstown

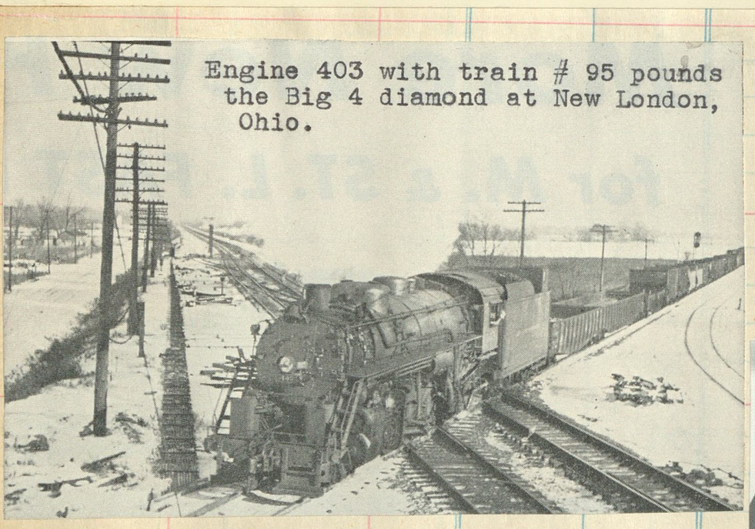




departing Delphos

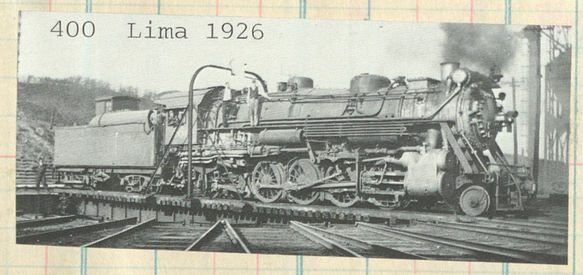
402 & 403
LIMA 1928
c/n's 7312
7313

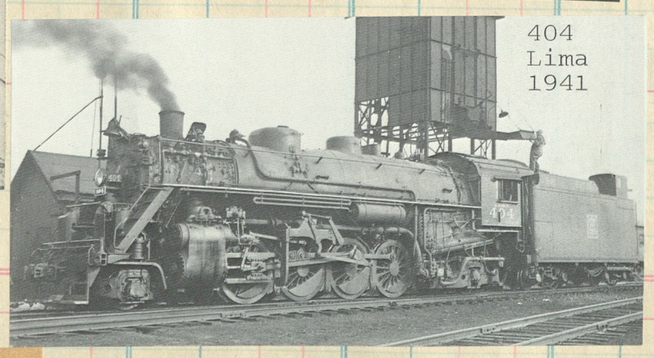




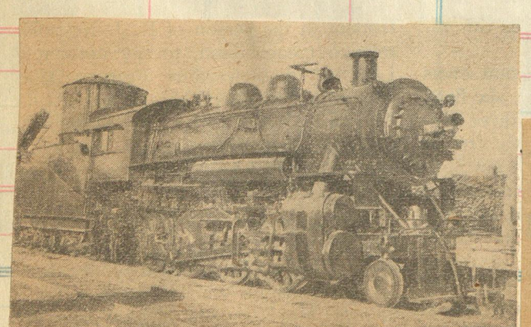
Engine 403 with train # 95 pounds the Big 4 diamond at New London, Ohio.

400 Lima 1926





404
Lima
1941



ex Big Four
#6600

Brooks 1903
c/n 28247

Print from Robert F. Clifford, 803 Maple St., Sandpoint, Idaho
WAR VETERAN. Consolidation 356 is ex-Akron, Canton & Youngstown, saw service with U. S. Defense Plant Corporation, is now owned by Alaska Junk Company, Spokane, Washington

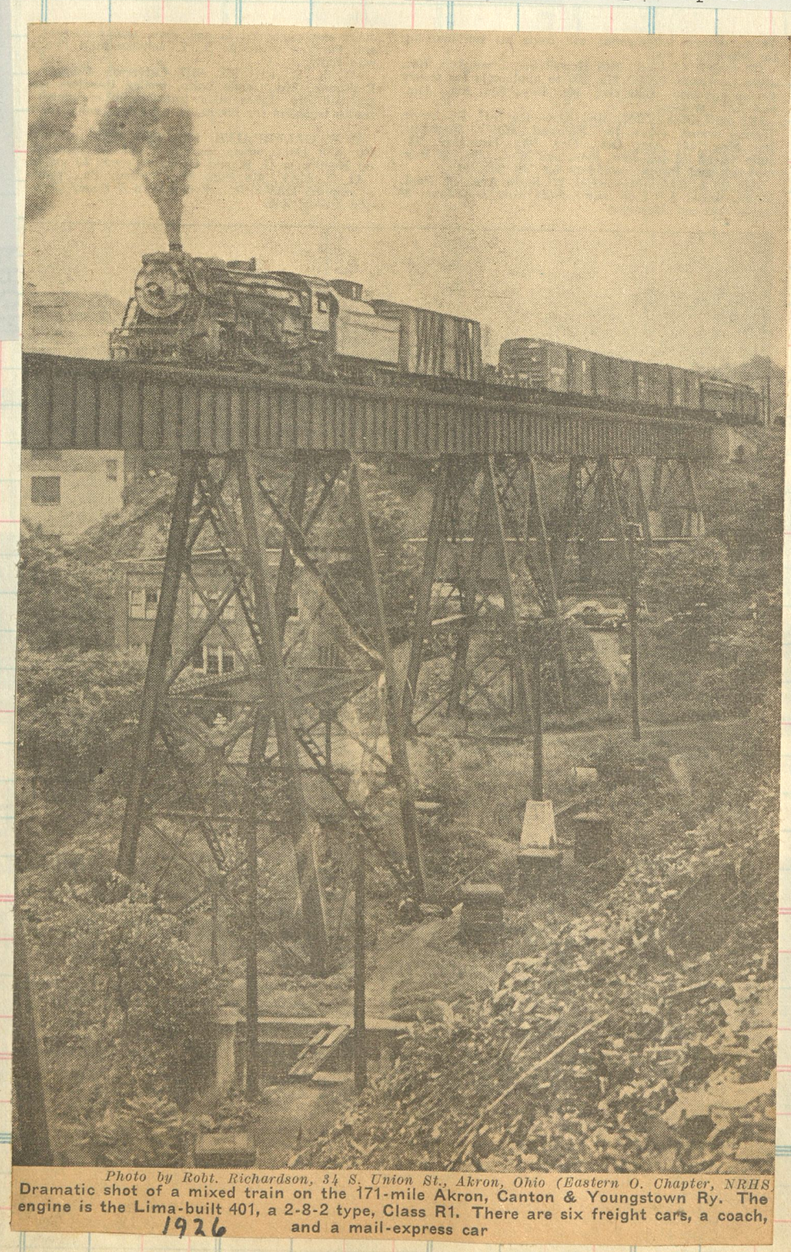


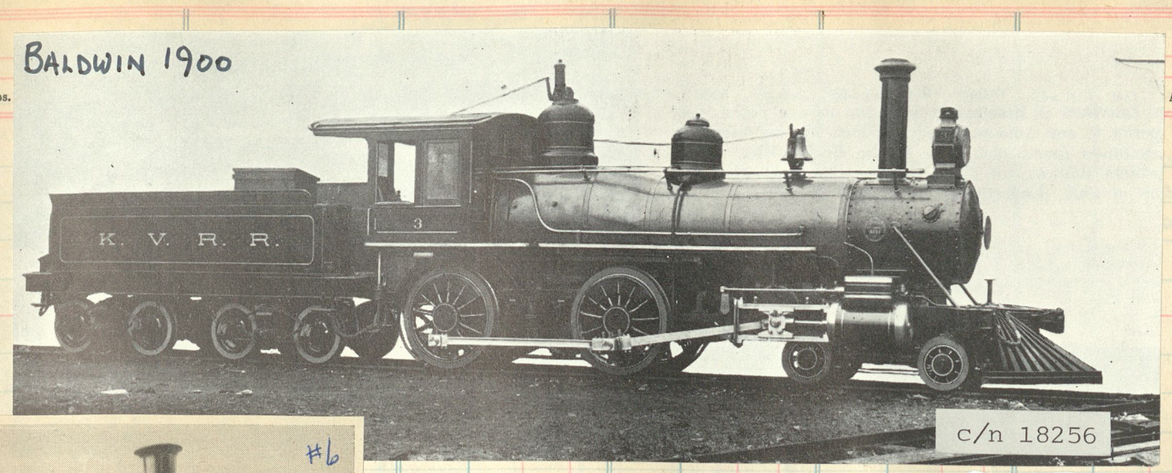
Photo by Robt. Richardson, 34 S. Union St., Akron, Ohio (Eastern O. Chapter, NRHS
Dramatic shot of a mixed train on the 171-mile Akron, Canton & Youngstown Ry. The engine is the Lima-built 401, a 2-8-2 type, Class R1. There are six freight cars, a coach, and a mail-express car
1926

KISHACOQUILLAS VALLEY STATION.

KISHACOQUILLAS VALLEY RAILROAD.
J. P. GETTER, President, Belleville, Pa.

Leave Belleville †5 25, †11 32 a.m., †2 55 p.m., Reedsville †6 02 a.m., †12 11, †3 33 p.m., arriving Lewistown (16.1 miles) 6 25 a.m., 12 35, 3 55 p.m. Leave Lewistown †6 35 a.m., †1 25 †4 15 p.m., Reedsville †7 20 a.m., †1 50, †4 40 p.m., arriving Belleville 7 45 a.m., 2 25, 5 15 p.m.
†Daily, except Sunday. *Eastern time.* *January 2, 1934.*
Connection.—At Reedsville—With Pennsylvania R.R. (Freight).
At Lewistown—With Pennsylvania R.R. (Passenger).

BALDWIN 1900



c/n 18256

Line Closed for Good

Announcement was made recently that the last train on the tracks of the Kishacoquillas Valley Railroad ran on February 15, 1940.

The train left Lewistown, Pa., Pennsylvania Railroad station and ran to the end of the run at Belleville, Pa., a distance of approximately 17 miles. A ceremony commemorating the service given by this line was conducted by the Belleville Chamber of Commerce and the Historical Society of Mifflin County.

The Kishacoquillas Valley Railroad was opened in 1893. Equipment owned by the road consisted of three locomotives, three passenger cars, one combination car, two flat freight cars.

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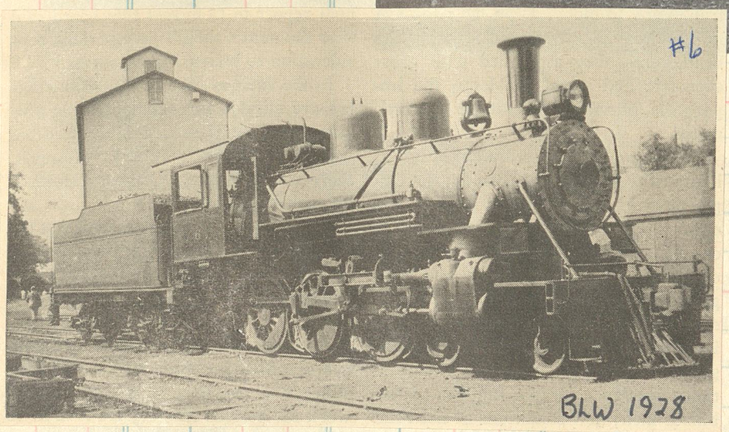
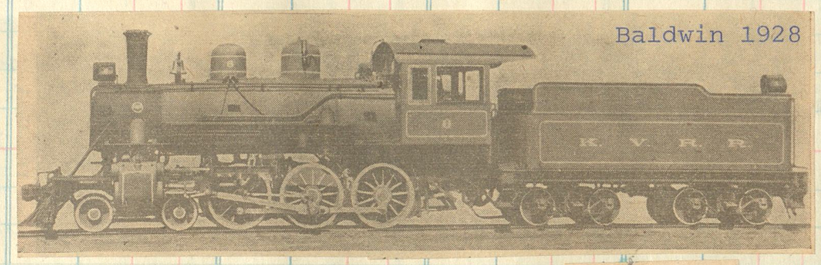
Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

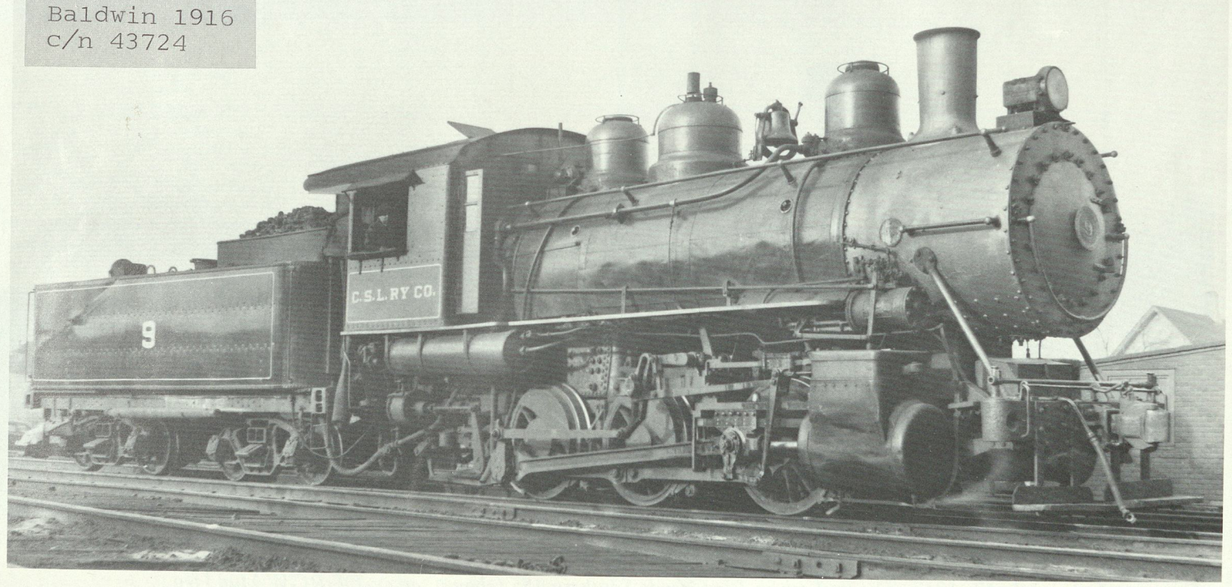




c/n 60613

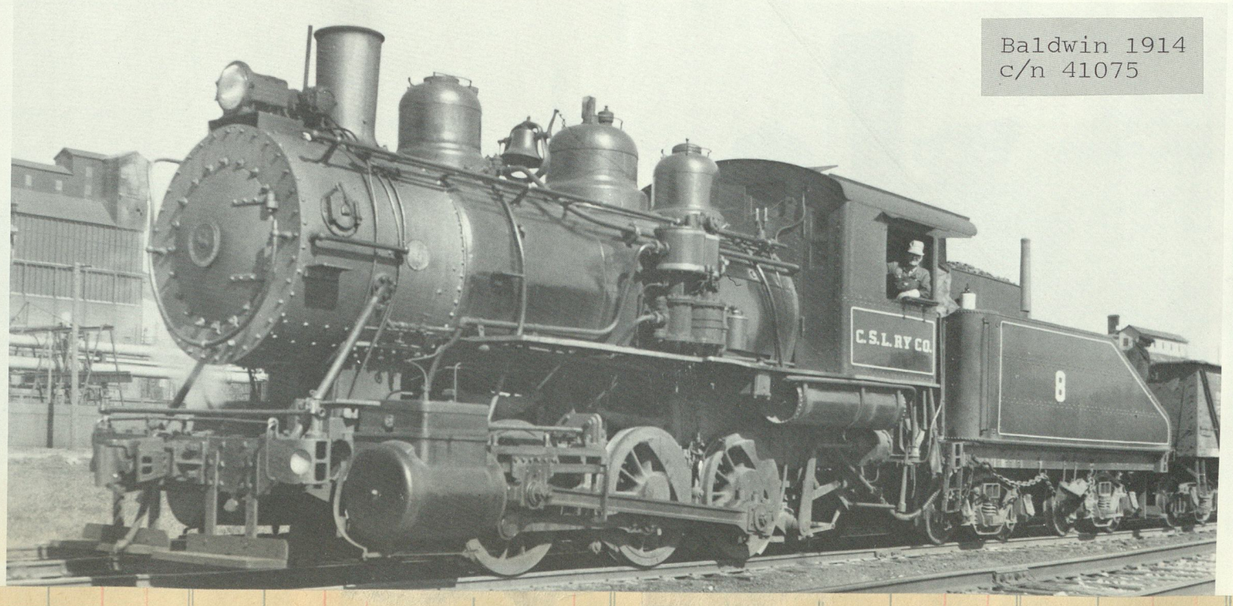
CHICAGO SHORT LINE

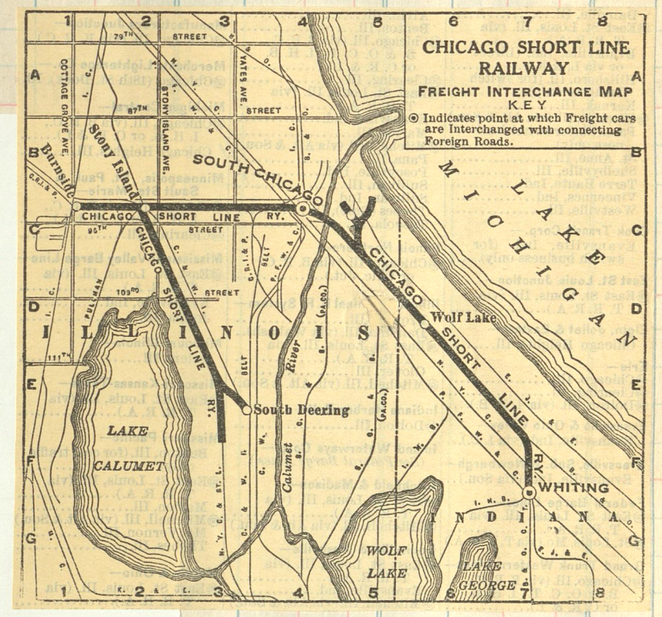
Baldwin 1916
c/n 43724



Several switching lines served Chicago. Among the smaller ones was the Chicago Short Line, whose power included 0-6-0 9 (above, May 11, 1940) and the older 8 (below), March 4, 1951.

Baldwin 1914
c/n 41075





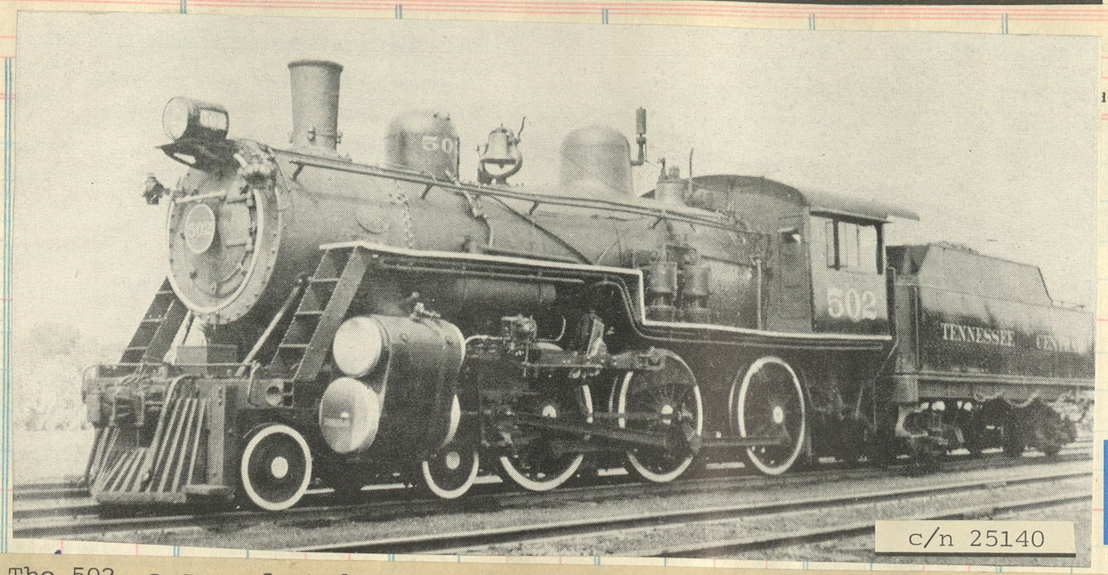
64

SELLER
DATE
FORM | DESTINATION | Amt.

TENNESSEE CENTRAL RAILWAY COMPANY

KET SALES AT

Sold | Amount



c/n 25140

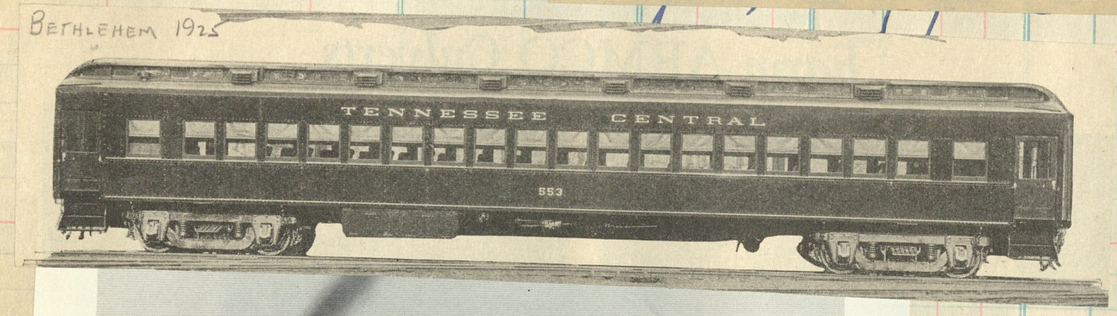
Its main line is only 248 miles, but it does some real mountain railroading crossing the Cumberland range

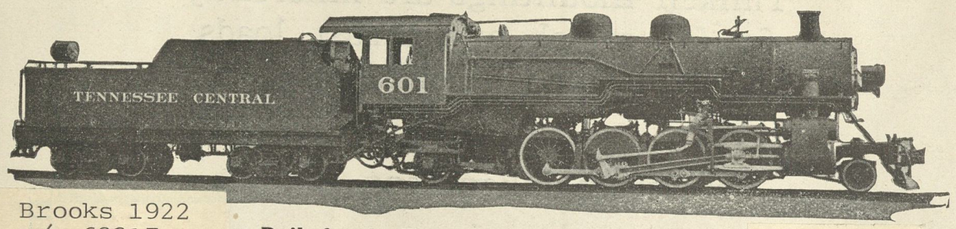
cyls 21x26
dr 63"
T.F. 27,800

The first engine built by Rhode Island under the ALCO merger.

The 502, a sure footed Ten wheeler for work in the Tennessee hills. Built by Rhode Island, six noed 202-207, delivered in 1903. Renoed 502-507

BETHLEHEM 1925

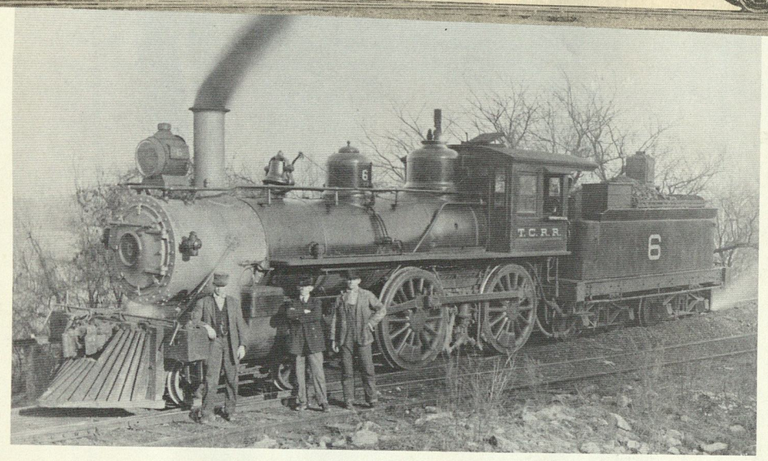




Brooks 1922
c/n 63317

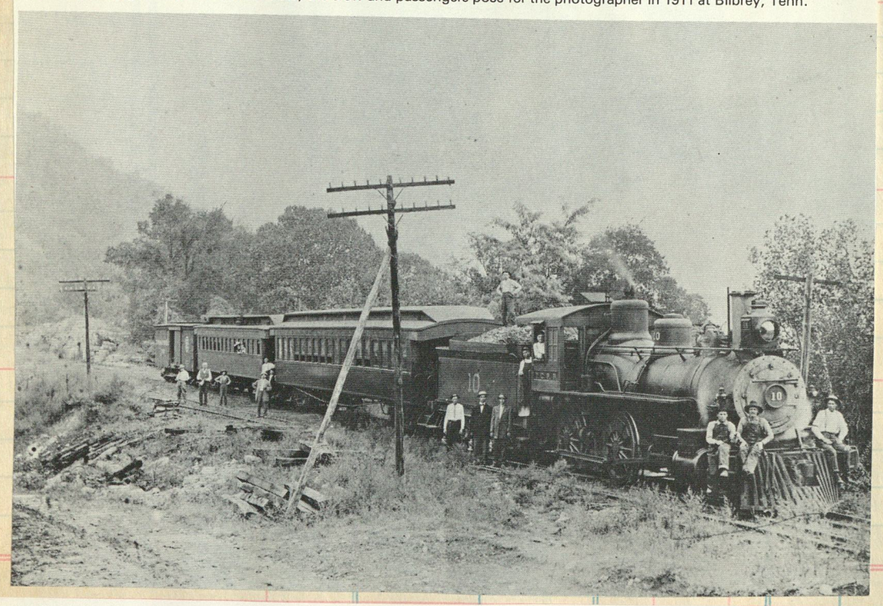
Built for the Tennessee Central Railway 601-608

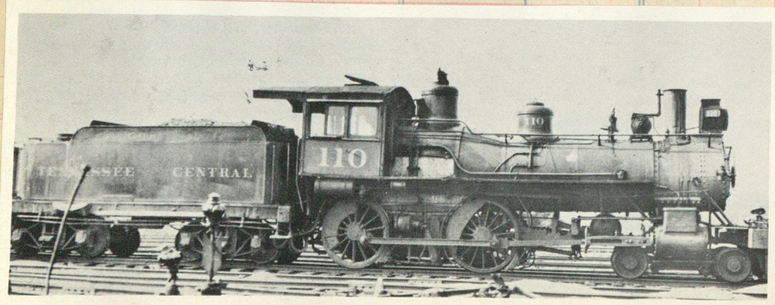
Weight on Driving Wheels, 158,000 pounds; Weight of Engine 208,000 pounds; Cylinders, 22 x 28 inches; Diameter of Driving Wheels, 56 inches; Boiler Pressure, 200 pounds; Maximum Tractive Power, 41,100 pounds



Margaret Powers Jenkins

MORE TENNESSEE CENTRAL STEAM. Above, No. 6 is shown in 1911 on the Carthage Branch. The crew shown from left-to-right is Charlie Hayes, Bill Loftis and Henry Manning. In later years this locomotive pulled passenger trains 5 and 6. Below, the crew and passengers pose for the photographer in 1911 at Bilbrey, Tenn.





Vollrath Collection

Ancient TC No. 110 rests in the yards at Nashville, Tenn. in June 1925. The old American type was built at the Pittsburgh Locomotive Works in 1885. She sports a steam generator and arch bar tender trucks.

THE ROAD OF PERSONAL SERVICE

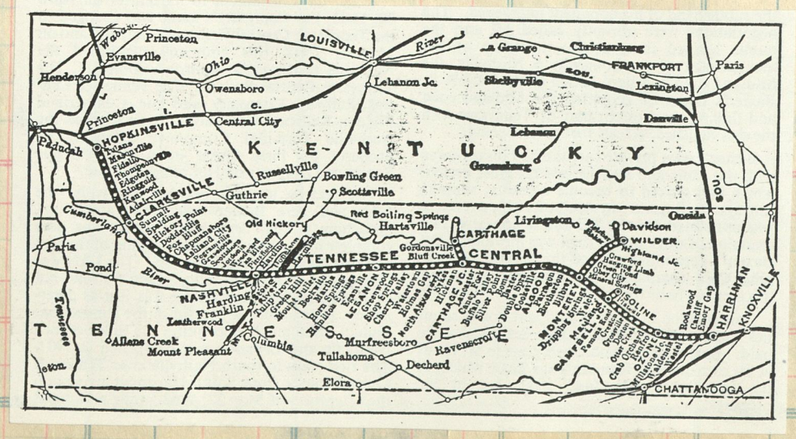
FREIGHT PROGRESS
A Great Chapter in Railroading

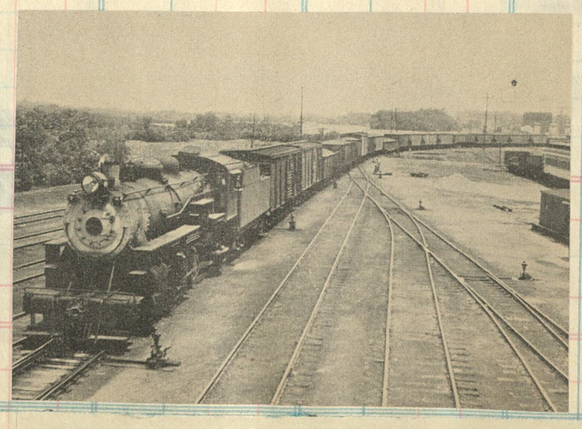
The tremendous strides the railroads have made in the handling of freight traffic during the war will challenge future achievements. No organization other than the army itself has shown such marvelous development and successful operation as the railroads.

The Tennessee Central Railway has had a full share in this important work. It has improved its roadbed, increased its motive power and freight equipment to take care of every requirement.

It has put enthusiasm in its work in the determination to serve in this emergency and is justly proud of its accomplishments.

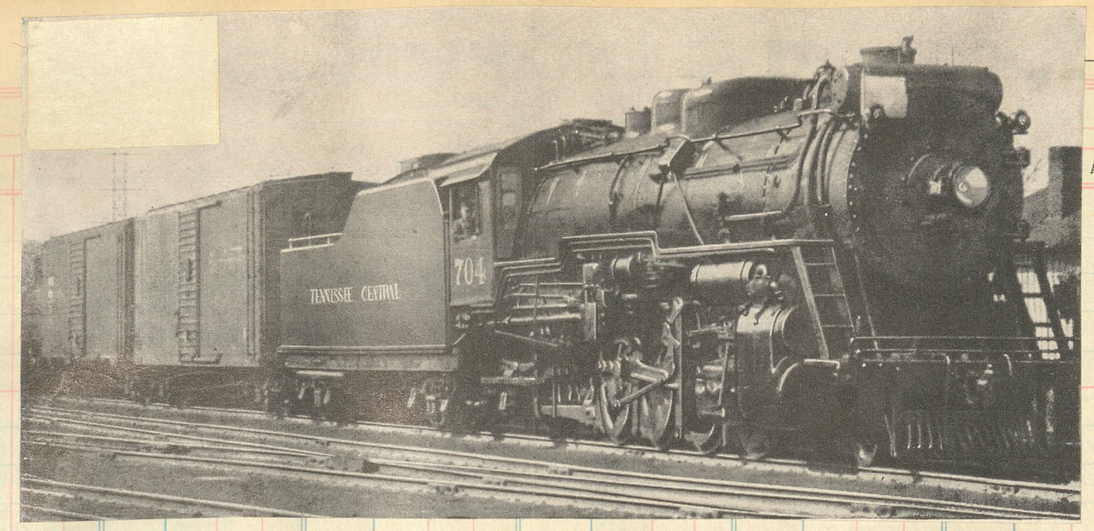
TENNESSEE CENTRAL RAILWAY COMPANY

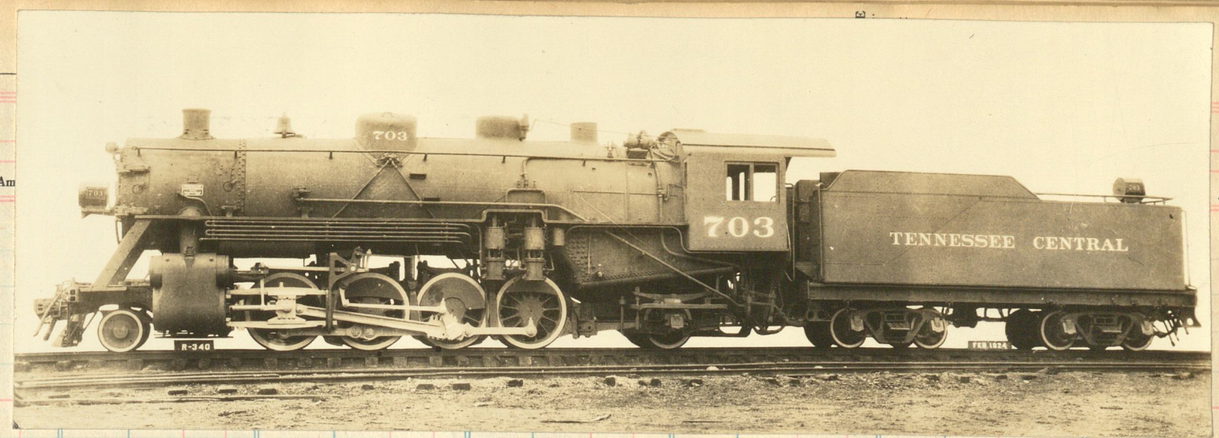




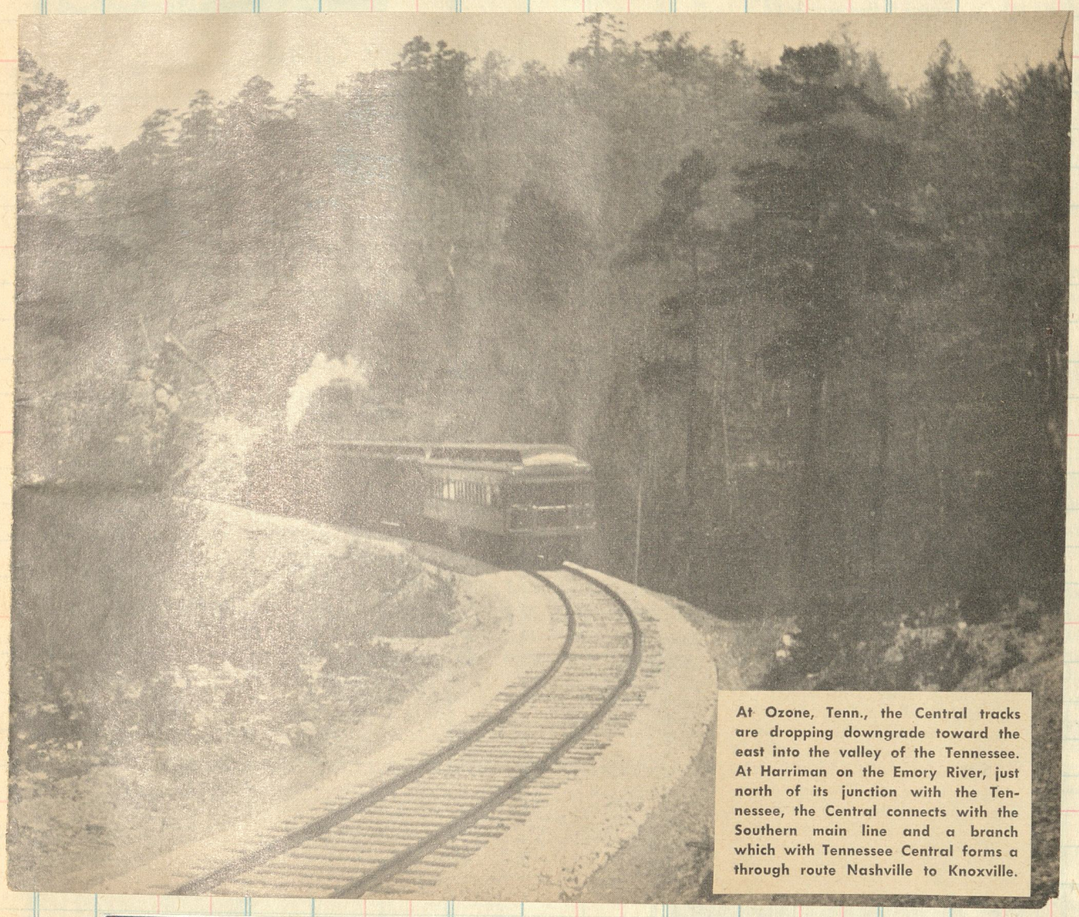
Tonnage arriving at Nashville from Hopkinsville

Clos. No. | Sold | Am | Amount

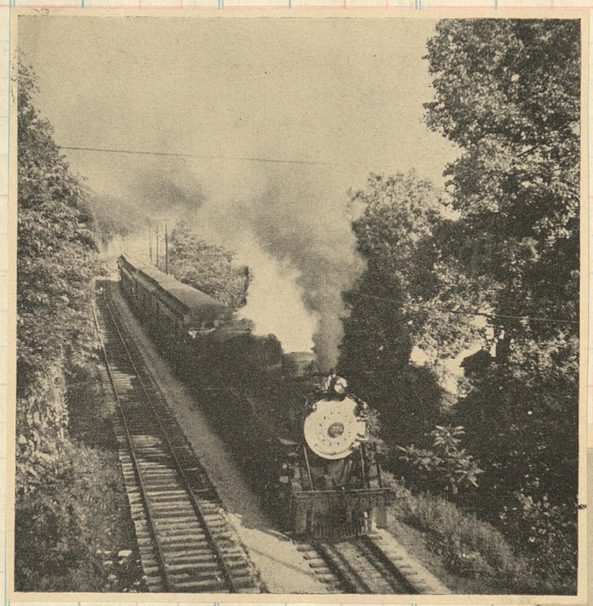


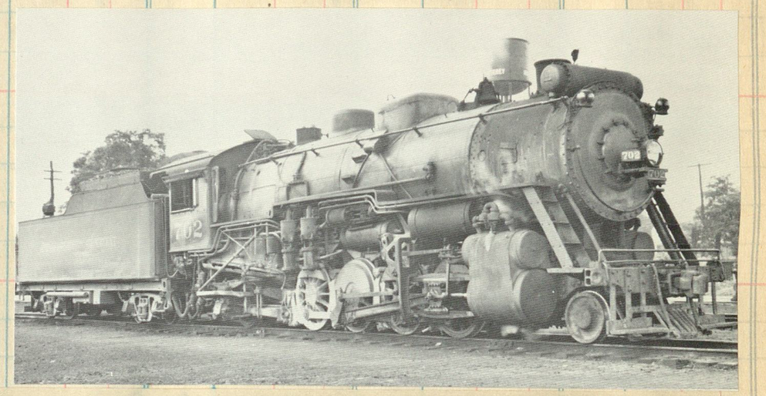


Weight on Driving Wheels, 221,000 pounds; Weight of Engine, 279,000 pounds; Cylinders, 25 x 30 inches; Diameter of Driving Wheels, 57 inches; Boiler Pressure, 190 pounds; Maximum Tractive Power, 53,100 pounds,



At Ozone, Tenn., the Central tracks are dropping downgrade toward the east into the valley of the Tennessee. At Harriman on the Emory River, just north of its junction with the Tennessee, the Central connects with the Southern main line and a branch which with Tennessee Central forms a through route Nashville to Knoxville.

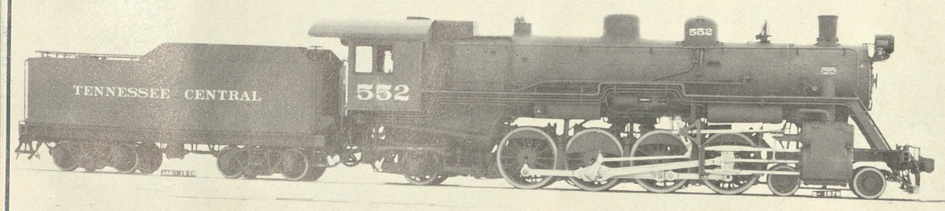




In 1924 Richmond delivered four [701-704] of these reliable Mikes c/n 65282-65285

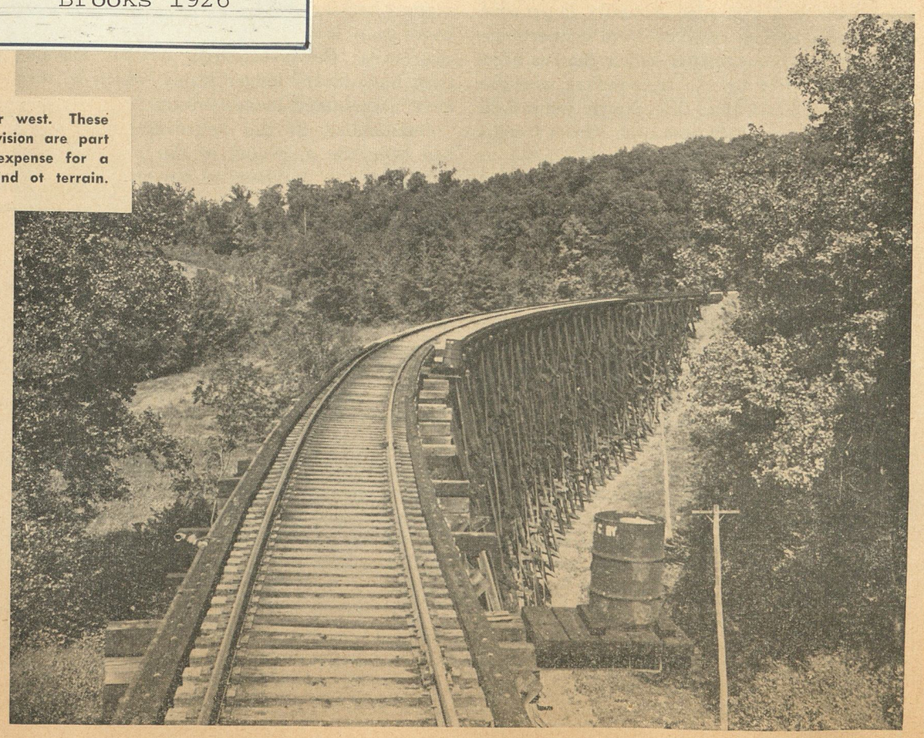
Watertown, Tenn., is a typical small station on the Tennessee Central. The town has a population of 908, and aside from the usual general stores, farm stores, and services, it is the home of a hosiery mill, a shirt factory, and a planing mill.

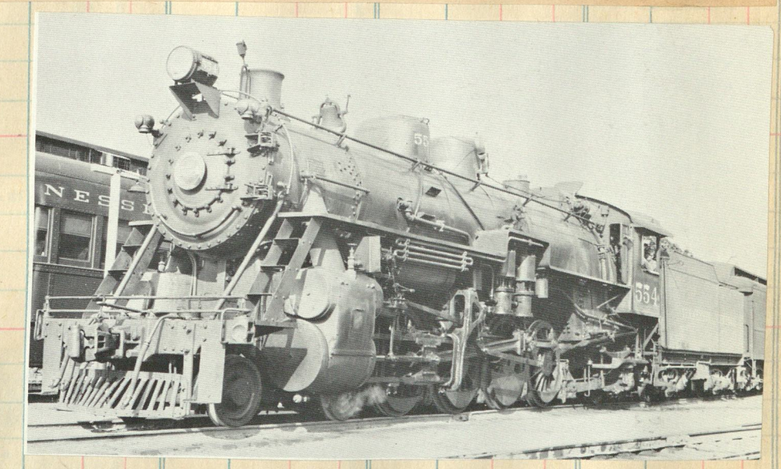
A Tennessee Ridge Runner



551-554 c/n 66573 Brooks 1926

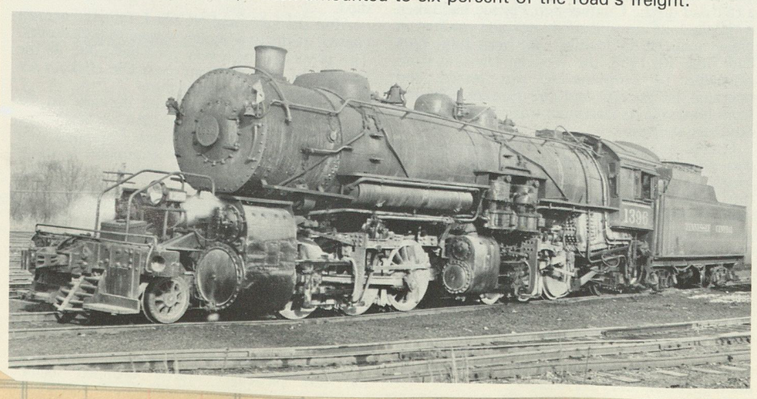
Tennessee is not flat country, east or west. These timber trestles on the TC's Western Division are part of the inevitable heavy maintenance expense for a heavy railroad located through this kind ot terrain.





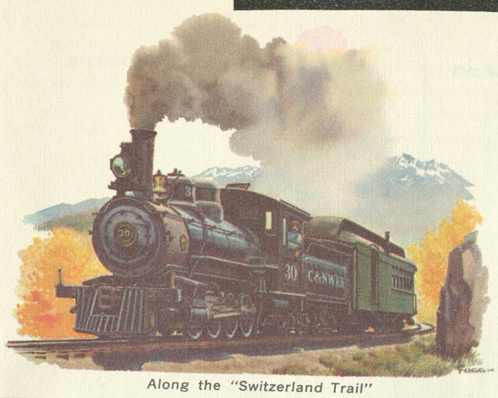
Vollrath Collection

Husky Tennessee Central Mallet No. 1396 steams quietly at Nashville, Tenn. in 1948. The 2-6-6-2 was a second-hand locomotive formerly Norfolk & Western No. 1396, which was built by Baldwin in 1914. The TC went into receivership in 1912 and emerged in 1922 as the Tennessee Central Railway Company. In the 1940's soft coal provided over 50 percent of all TC carloadings and the second most important commodity was petroleum oils, which amounted to six percent of the road's freight.



66

COLORADO & NORTHWESTERN RAILROAD



Along the "Switzerland Trail"

SUMMER SEASON, 1899

COLORADO AND NORTHWESTERN RAILWAY

THE SWITZERLAND TRAIL OF AMERICA

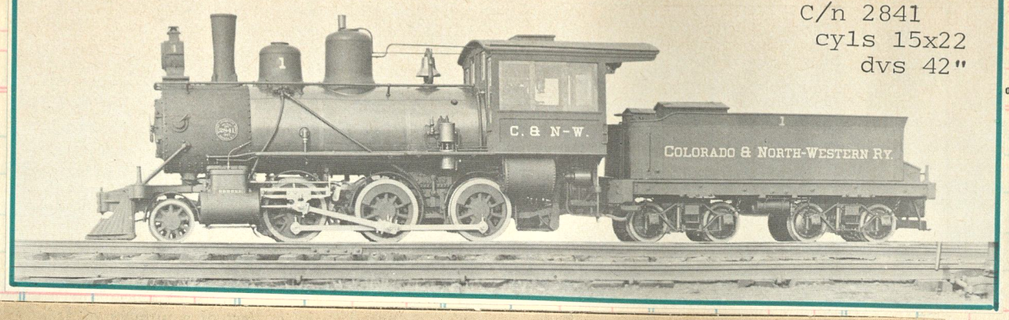
C & N RY.

J. T. BLAIR, General Manager, Boulder, Colo.

For further information, Excursion Rates, etc., call on or address M. M. MAYS, City Passenger Agent, 217 Cooper Building, Denver, Colorado.

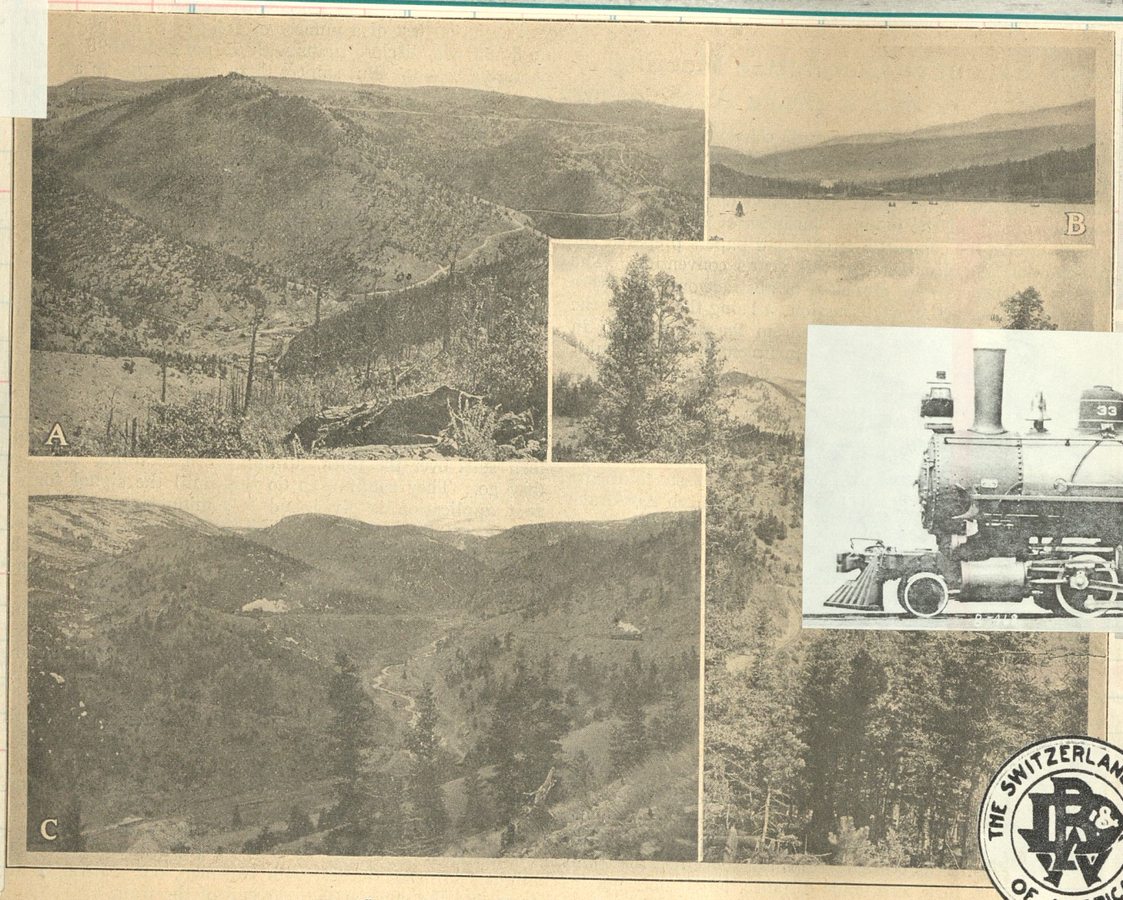
THE SWITZERLAND TRAIL OF AMERICA

This lusty little coffeepot was delivered by Brooks in 1897
C/n 2841
cyls 15x22
dvs 42"



T SALES AT

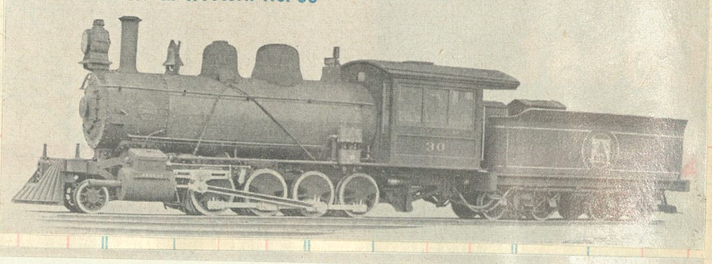
(2) The Colorado & North Western (three-foot gage) was opened from Boulder to Ward in 1898, to Eldora (From Sunset) in 1905, for a total of 46 miles. In 1909 it was reorganized as the Denver, Boulder & Western, and in 1916 had six locomotives and 80 cars.

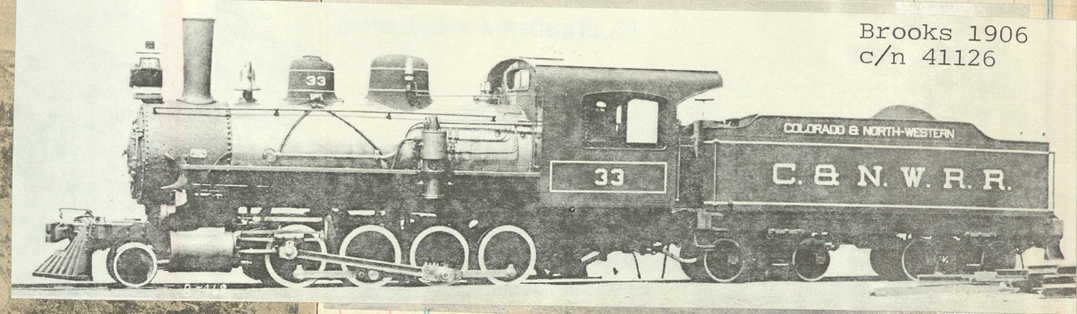


Scenes on the Denver, Boulder & Western

A—The climb above Sunset station. This photograph gives an excellent idea of the topography of the territory through which the road passed, and of the engineering difficulties encountered in building it; B—Glacier lake, on the Eldora branch. This lake is formed by the snow waters from the famed Arapahoe peaks and glacier; C—Four Mile canyon at what was known as "The Parting of the Ways," where the road forked, one branch to Eldora, the other to Ward; D—A view of the famed Long's Peak, Estes Park.

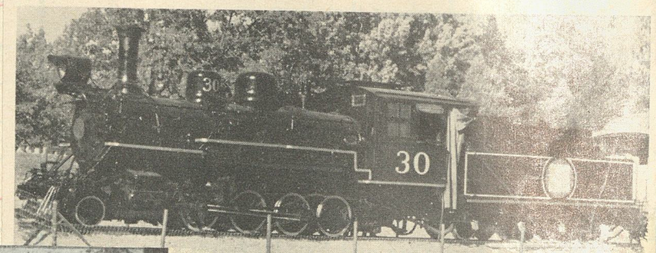
Colorado & North Western No. 30



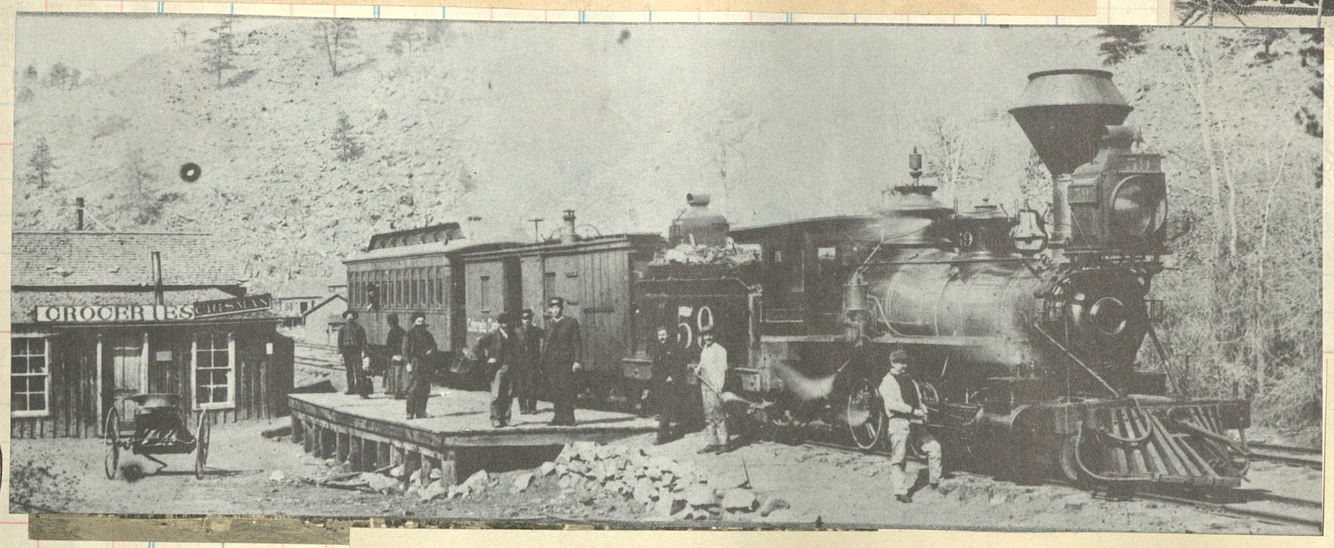


Brooks 1906
c/n 41126

Providence has also taken good care of another three-footer (below), a 2-8-0 built by Brooks in 1898 for the Colorado & North Western — and successively operated by the Denver, Boulder & Western, Colorado & Southern and Rio Grande Southern. Now she's on permanent display at Boulder, Colo., appropriately enough, facing west.

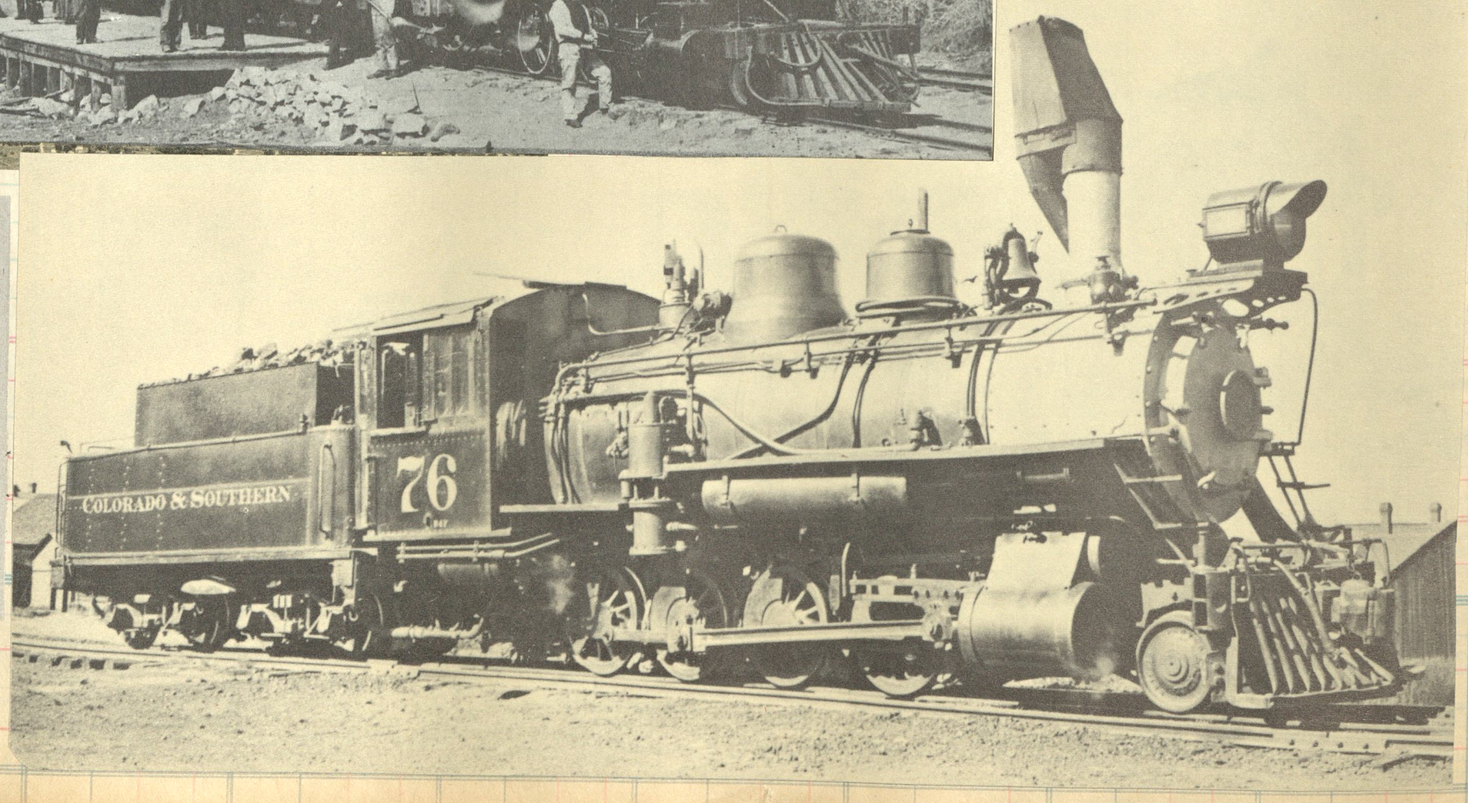


THE SWITZERLAND TRAIL OF AMERICA

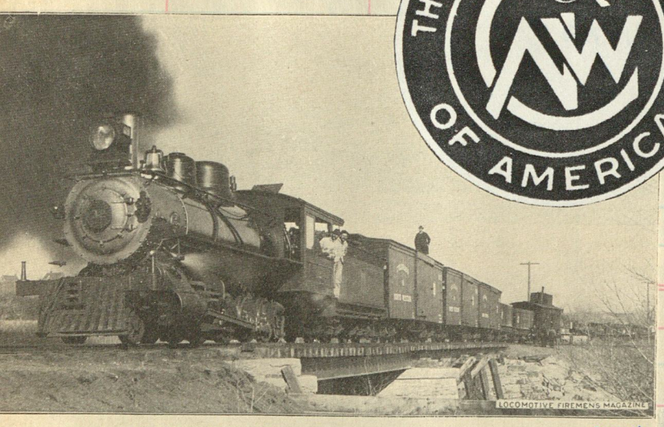


Eng 59, a 2-6-0 heads an eastbound train at Crisman, 6 miles west of Boulder. This is on the old Greeley, Salt Lake & Pacific right of way.

Old 76 had the honor of closing out the last narrow gage operation of the C&S on the Leadville-Climax trackage in Aug 1943



THE SWITZERLAND TRAIL OF AMERICA



A COLORADO AND NORTHWESTERN TRAIN. OKM

gine 32 (16 x 22 inch cylinders, 36 inch guage), five cars and caboose ready to start over a division where curves range from 15 to 40 degrees, and grades from 2 per cent. to 5.2 per cent.

No 32, one of three (30-32) 2-8-0's delivered by Brooks 1898. Cyls 16x20 dvs 37" wt 95,520# BP 180 TE 21,170# In 1919 sold to Morse Bros in Denver, Bought by C&S in 1921 and noed 76. In 1945 again sold to Morse Bros who in turn sold her to Cerro de Pasco Copper Co., Lima, Peru. Was retired about 1960

FORT SMITH AND WESTERN RAILWAY

L. B. BARRY, Jr., Receiver, Fort Smith, Ark.

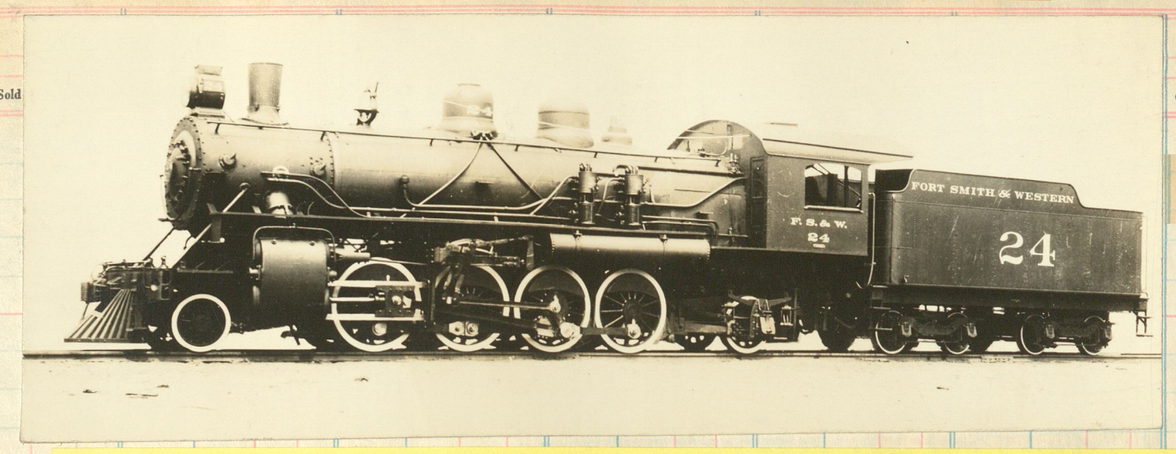
NYCS
A P A-46

4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

CUT HERE To Make Short Sheet

67

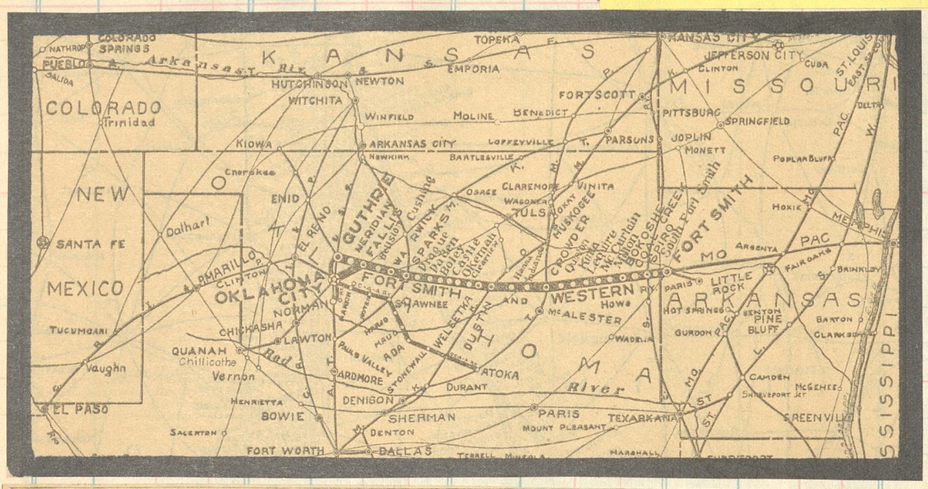
V G., Hollis, Okla.—The Fort Smith & Western, which apparently has been abandoned for good, was chartered in 1899, opened between 1901 and 1903, never has been very prosperous. Though it operated 250 miles of line (main extended from Ft. Smith, Ark., to Oklahoma City and Guthrie, Okla.), it grossed only $1,773,805 in 1926, never has done as well since. Revenues were $673,418 in 1935 and $818,305 in 1937. But the deficits were not large, and the figures indicate the road could have been kept alive. The loss in taxes, and especially of railroad facilities, will be severely felt; and it is highly doubtful that the abandonment was justified from a broad (and impartial) economic point of view. The road had ten engines and 126 cars, of which nine were passenger.



Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

cyls 22x28
dvs 57"
T.E. 37,370#

A proud 2-8-2 from Baldwin in 1916 c/n 43865. Later Columbus & Greenville #501



Trains marked * run daily. "Mixed train. +Coupon stations; δ Telegraph stations. STANDARD—*Central time.*

No. 1 Mixed	Mls.	September 12, 1933	No. 2 Mixed
*6 30 P M	0	lve. + Fort Smith δ arr.	8 20 A M
7 10 "	17.0	..... Spiro ..... δ	7 20 "
7 23 "	20.1	.....Coal Creek.....	7 00 "
7 41 "	27.0	..... Bokoshe .... δ	6 29 "
7 54 "	31.8	.....Milton.....	6 16 "
8 10 "	38.0	.....McCurtain.... δ	6 04 "
8 17 "	39.3	..... Panther	5 57 "
8 36 "	46.8	.....LeQuire.....	5 37 "
8 55 "	54.7	..... Kinta ..... δ	5 17 "
9 17 "	62.2	+ .....Quinton ..... δ	4 57 "
9 36 "	69.8	.....Featherston.....	4 31 "
9 48 "	74.3	..... Blocker	4 19 "
9 57 "	78.6	..... Massey	4 07 "
10 08 "	83.0	arr. + Crowder δ lve.	3 55 "
10 20 "	83.0	lve.....Crowder...arr.	3 39 "
10 42 "	90.6	..... Indianola .... δ	3 10 "
11 01 "	98.2	.....Hanna ..... δ	2 50 "
11 07 "	100.3	..... Vernon	2 44 "
11 28 "	108.7	+ .....Dustin ..... δ	2 22 "
11 52 P M	118.2	arr. + Weleetka δ lve.	*1 55 A M

No. 1 Mixed	Mls.	September 12, 1933. [LEAVE]	[ARRIVE]	No. 2 Mixed
*1220 A M	118.2	+.....Weleetka..... δ		1 31 A M
12 37 "	124.2	.....Clearview		1 16 "
1 10 "	131.9	+.....Okemah ..... δ		12 58 "
1 34 "	138.3	.....Castle ..... δ		12 36 "
1 54 "	145.7	.....Boley ..... δ		12 16 A M
2 15 "	150.9	.....Paden ..... δ		11 57 P M
2 45 "	158.7	+.....Prague..... δ		11 37 "
3 05 "	164.5	.....Wilzetta.....		11 12 "
3 22 "	172.6	.....Sparks..... δ		10 66 "
3 40 "	178.9	.....Midlothian.....		10 39 "
4 00 "	186.1	.....Warwick ..... δ		10 25 "
4 12 "	189.6	.....Wellston..... δ		10 12 "
4 30 "	195.0	arr.....Fallis δ .....lve.		9 55 "
6 30 A M	227.9	arr...Oklahoma City δ lve.		*8 20 P M
Freight Service only.	195.0	.....Fallis.....		Freight Service only.
	199.0	.....Shiloh.....		
	204.8	.....Meridian		
	217.0	.....Guthrie..... δ		

Freight Service.

Through Freight Daily Between

Fort Smith, Ark.,

AND

Oklahoma City, Okla.

Assembling and Handling

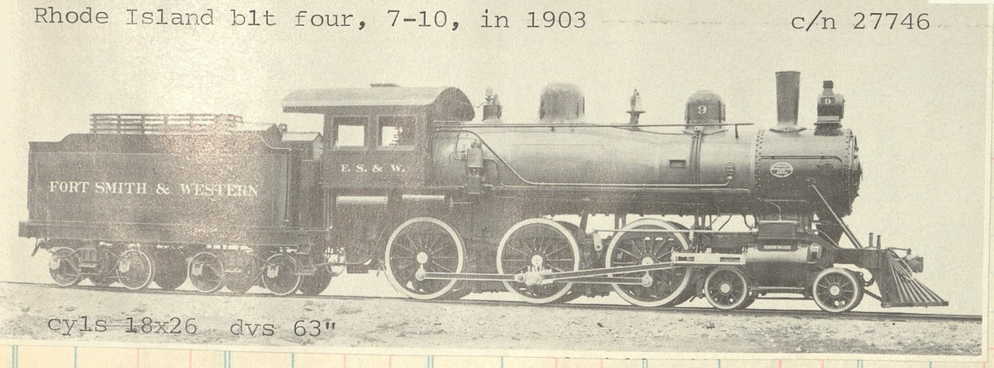
All Intermediate Junction Point Through Traffic.

EQUIPMENT.

Nos. 1 and 2—Twelve (12) Section Drawing-room Sleeping Cars and Coaches between Fort Smith and Oklahoma City.

Born at Schenectady in 1891 (c/n 3512) as Adirondack & StLawrence #12. In 1892 went to the Central Vermont as #31 and later #51. Then carried Rutland nos 51, 233,183, 82. In 1920 was sold to the Ft Smith & Western and noed 4.

Rhode Island blt four, 7-10, in 1903 c/n 27746



cyls 18x26 dvs 63"

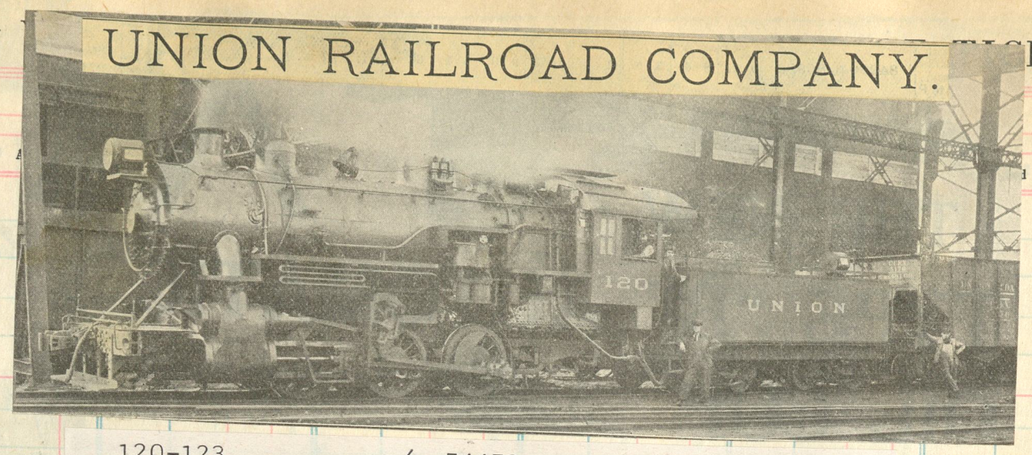
68

New ... TICKET SALES AT

SELLER																					
DATE																					
FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	A...															

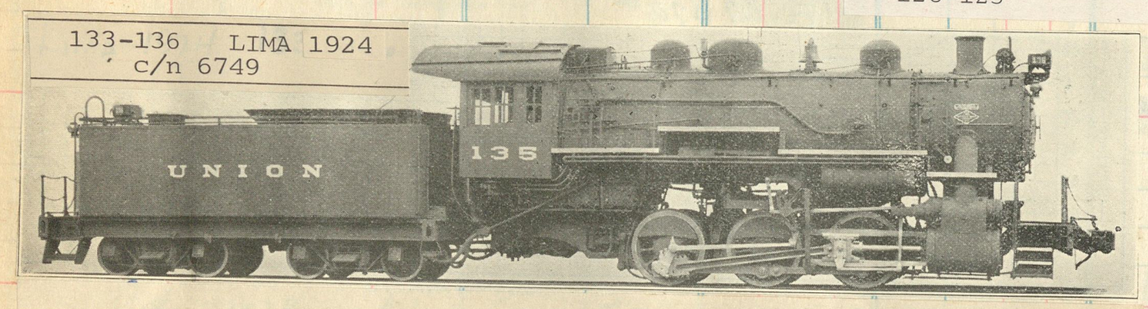
... Amount | Clos.No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

UNION RAILROAD COMPANY.

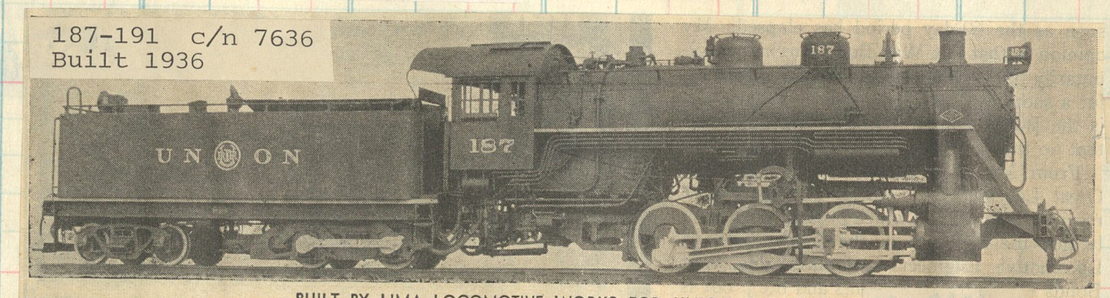


120-123 c/n 54452 Baldwin 1921

133-136 LIMA 1924
c/n 6749



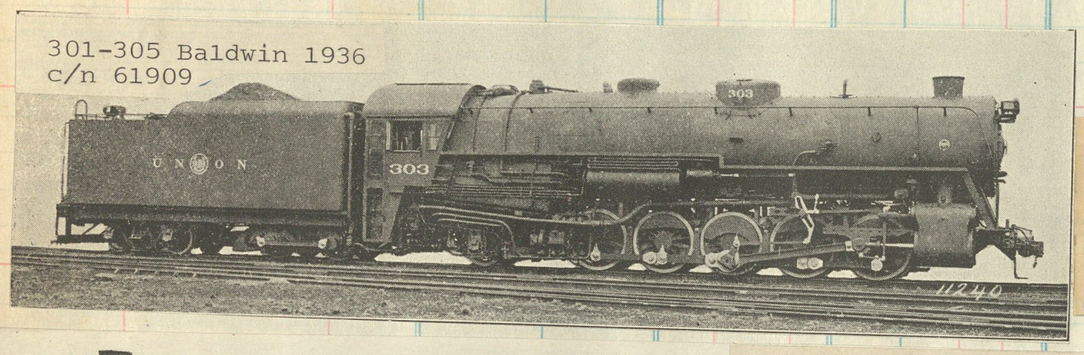
187-191 c/n 7636
Built 1936



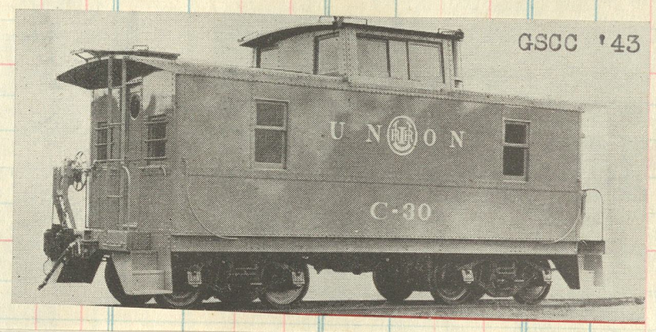
BUILT BY LIMA LOCOMOTIVE WORKS FOR UNION RAILROAD

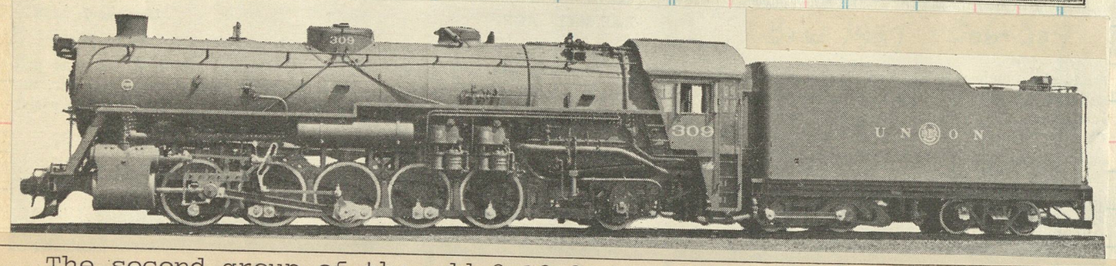
Engine 187 has cylinders 22 by 28 inches; steam pressure, 220 lbs.; tractive power with booster, 64,190 lbs.; wheel base of engine and tender, 51 feet 1/4 inch; total heating surface, 2,228 square feet; super-heater, 486 square feet; total engine weight, 201,400 lbs.; loaded tender, 170,300 lbs.; capacity, 8 tons of coal, 8,400 gallons of water.

301-305 Baldwin 1936
c/n 61909

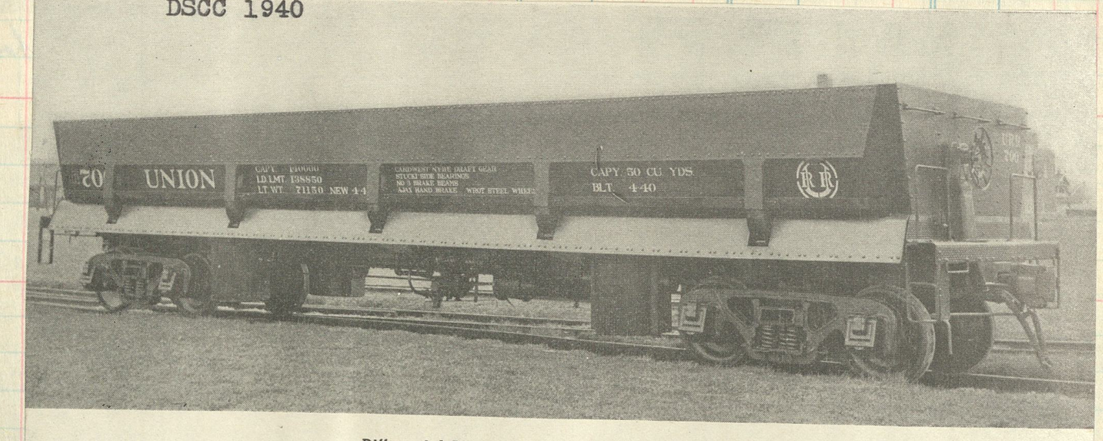


GSCC '43





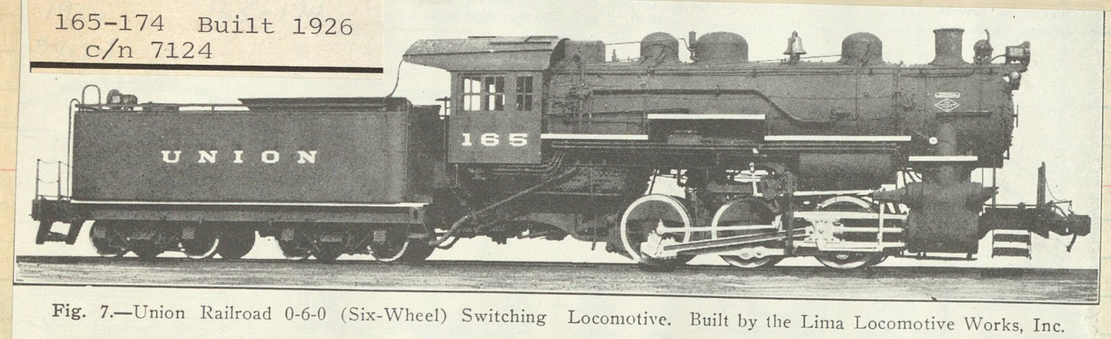
DSCC 1940



Differential 50 cu. yd. (level full) 2-Way Dump Car.

The second group of the odd 0-10-2's noed 306-309 produced by Baldwin in 1937 [c/n 62062]. Later transfered to D.M.& I.R.

165-174 Built 1926
c/n 7124



BLW 1905

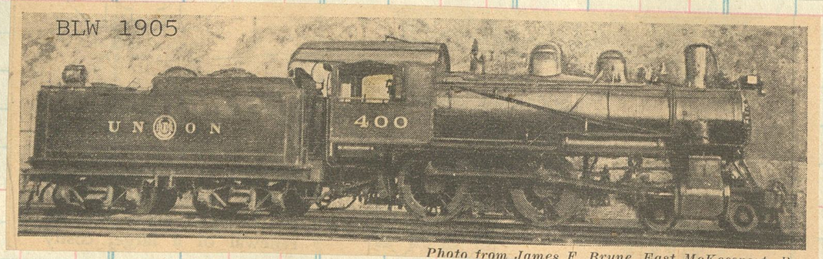
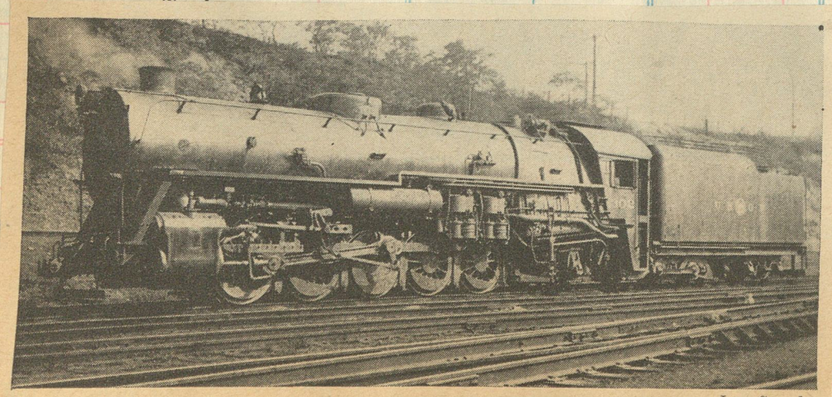


Photo from James E. Brune, East McKeesport, Pa.

Fig. 7.—Union Railroad 0-6-0 (Six-Wheel) Switching Locomotive. Built by the Lima Locomotive Works, Inc.

Cylinders, diameter and stroke	22 in. x 28 in.	Fuel	Soft coal
Tractive force	42,900 lb.	Grate area	38.9 sq. ft.
Cylinder horsepower (Cole)	1,655 hp.	Steam pressure	190 lb.
Drivers, diameter	51 in.	Evaporative heating surface	2,191 sq. ft.
Weight on drivers	186,000 lb.	Superheating surface	506 sq. ft.
Driving wheel base	11 ft. 0 in.	Tender capacity	7,000 gal., 7 tons



Ivan Saunders

Clos. No. | Sold

THE MOBILE & GULF RAILROAD COMPANY.

GENERAL OFFICES, 4th & K Sts., LOUISVILLE, KY.

Miles of road operated, 34. Gauge, 4 ft. 8½ in. Locomotives, 3; freight cars, 1; flat, 8; passenger, 1. Total, 10 cars.

Freight cars owned are not employed in Commercial Service.

Report movements and mileage or per diem to J. B. Houston, Auditor, Fayette, Ala.

For balances remit to or draw on J. B. Houston, Auditor, Fayette, Ala., through the Citizens Bank of Fayette, at Fayette, Ala.

Send bills for repairs to cars to J. B. Houston, Auditor, Fayette, Ala.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Mobile & Ohio—	Southern—
Buhl, Ala.	Fayette, Ala.

Oct., 1937.

J. P. Lamb Jr.

THE TIME is 1:30 p.m., August 21, 1957; the place is near a wye a mile north of Buhl, Ala.; and the action is the only locomotive of the Mobile & Gulf pushing a cut back up a short grade to a Gulf, Mobile & Ohio interchange. Worth recording the details, too, for where else today would one find such a watchpiece of an engine — a thick-stacked little Baldwin 2-6-0, her slide valves actuated by Walschaerts gear, her pilot tapered out with boiler tubes.

Above right, on a cold February morning, the track gang warms up around a fire as stout No.97, Mobile & Gulf's sole locomotive, wheezes off to Brownsville under what purports to be a full head of steam. This was the last freight-only common carrier behind steam.

William J. Hugo Jr.

Blt by Baldwin 1925, c/n 58797, as Havana stock(?) to U.S.A. [Q.M.C.] #5631. Sold to M & G #97 in 1941. Shown here still on the job doing some switching at Brownsville on December 7, 1967!!

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

70

SELLER
DATE
FORM DESTINATION

Belfast & Moosehead Lake

The "varnish" run of the Belfast and Moosehead Lake R.R., America's only municipally owned passenger and freight steam railroad, passes the upper reaches of Penobscot Bay. The engine, over 50 years old, has been repaired so often that little remains of original

BELFAST AND MOOSEHEAD LAKE R. R.
CONNECTIONS AT BURNHAM JUNCTION

Table 24

READ DOWN					READ UP			
Ex. Sun. & Mon.	Mon. Only	Ex. Sun.	Sun. Only		Ex. Sun. & Mon.	Mon. Only	Ex. Sun.	Sun. Only
A. M.	A. M.	P. M.	P. M.		A. M.	A. M.	P. M.	P. M.
8M30	8M30	2 50	2M40	Lv Burnham Jc. Ar	7M05	7M30	1 50	2M00
f8M35	f8M35	f3 00	f2M50	" Winnecook.. Lv	f6M55	f7M20	f1 40	f1M50
8M55	8M45	3 10	3M00	" Unity..... "	6M50	7M15	1 33	1M45
9M10	8M55	3 20	3M15	" Thorndike.. "	6M20	7M00	1 18	1M25
f9M20	f9M05	f3 27	f3M22	" Knox..... "	f6M05	f6M50	f1 12	f1M10
9M40	9M20	3 36	3M40	" Brooks..... "	5M50	6M35	1 00	12M55
f9M55	f9M30	f3 50	f3M50	" Waldo..... "	f5M24	f6M25	f12 50	f12M35
10M15	9M50	4 05	4M05	Ar Belfast.....Lv	5M10	6M10	12 35	12M15
A. M.	A. M.	P. M.	P. M.		A. M.	A. M.	P. M.	P. M.
P. M.	P. M.	P. M.					A. M.	A. M.

R. A. W., Manchester, Conn.—The Belfast & Moosehead Lake R. R. was chartered in 1867 and completed in 1870 between Burnham Jct. and Belfast, Me., 33 miles. Between 1871 and 1926 it was leased to the Maine Central, but now it is operated by the City of Belfast, which owns $139,600 of its $267,700 preferred stock and $360,400 of its $380,400 common stock (the rest of the common is owned by the town of Brooks, Me.). It did well in 1936, with $26,280 net income. Employing about 45 people, it owns three small type locomotives (Nos. 16-18—photo of No. 16 on page 59), two cabooses, six passenger and four freight cars.

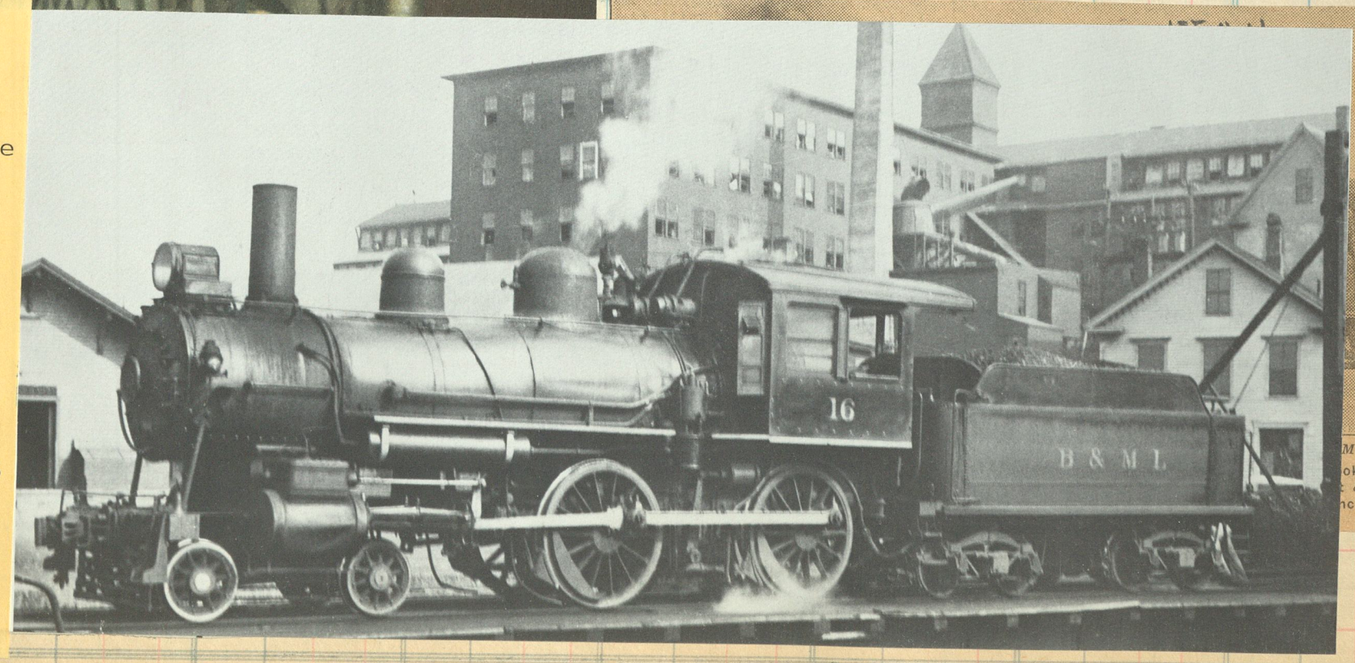
...outlet for its products

The B. & M.L.'s regular train crew: Brakeman Charles Page, Fireman Frank Holmes, Conductor Pat Shaw, Engineer C. H. Young, Brakeman Ross Freeman. But regardless of these titles, they all alternate at other jobs. Holmes and Young, for instance, take turns being fireman and engineer. Shaw, who started railroading on the Boston and Maine, is the only one who has worked on other roads

Directors J. S. Holmes, W. A. Cobb, Maine Hills and Irving Dinsmore (back to camera) listen to report from Supt. W. L. Bowen. They meet in the rear of Maine Hills' drugstore because he can't get anyone to replace him for a night. The railroad serves all of Waldo County and one director, Elmer G. Roberts, comes from the near-by village of Brooks which owns 200 shares of B. & M.L. stock

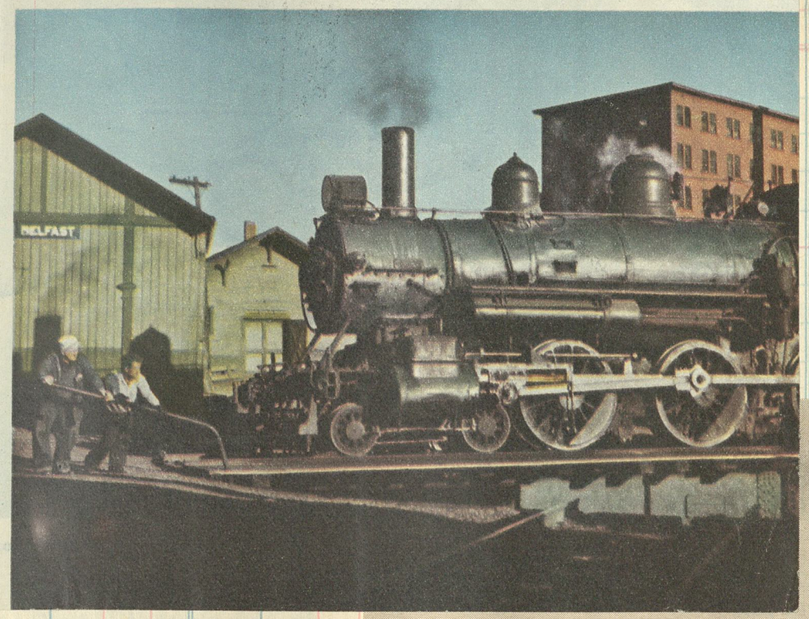
Pat Shaw collects fares for the 33-mile run from Belfast to Burnham Junction where the B. & M.L. connects with the Maine Central. He knows most of the road's patrons from such notables as Novelist Ben Ames Williams and Admiral William Pratt to the draftees above. Passengers number nearly a hundred a day now, but Pat remembers days when "I didn't see that many in a month"

1st #16
on the table
at Belfast
ex BAR nos
10, 211
Manchester
c/n 1593
1893
Purchased
in 1927
exchanged
for BAR #
213 in 1936

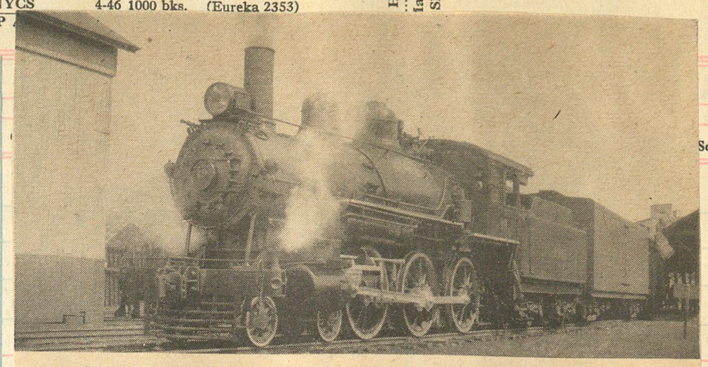


"MOTOR 90," a secondhand car equipped with flanged wheels, is the pride of B. & M.L. Its name stems from the fact that it cost $90. Shown at its wheel is General Supt. Walter L. Bowen, who is checking with Auditor-Ticket Agent Wilfred Hall before setting out on an inspection trip. It's red because it is also a fire-fighting unit, necessary to protect wooden B. & M.L. coaches

Pat Shaw and Clyde Lane, who perform all the odd tasks about the railroad from throwing a switch to painting a snowplow, push the turntable around to ready the engine for its afternoon passenger run. The roundhouse contains three engines which are used on succeeding days. They are all the same make and age so that parts can be easily replaced. Red building in background is a local shoe factory



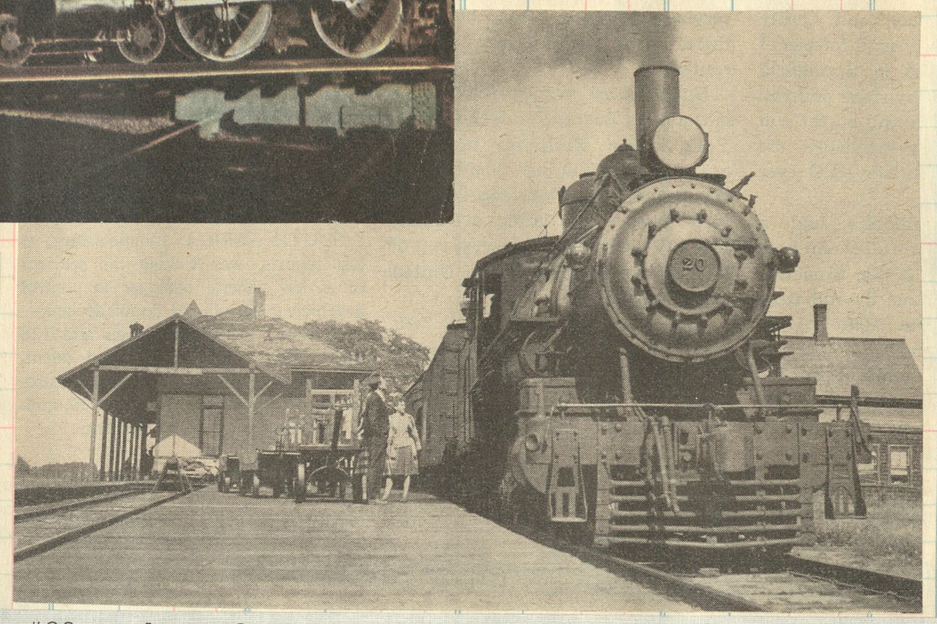
NYCS 4-46 1000 bks. (Eureka 2353) HERE take Sheet



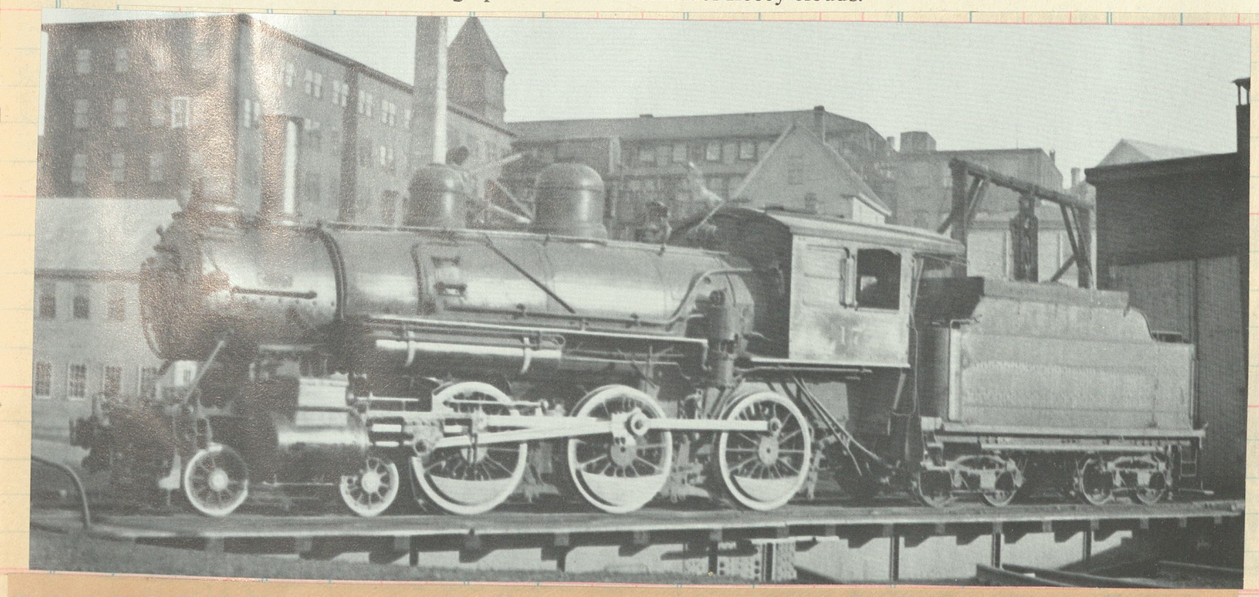
BELFAST & MOOSEHEAD RAILROAD'S ENGINE 19 AT BELFAST, ME.

The 19 was former BAR nos 44, 54 built at Manchester (c/n 1782) in 1901

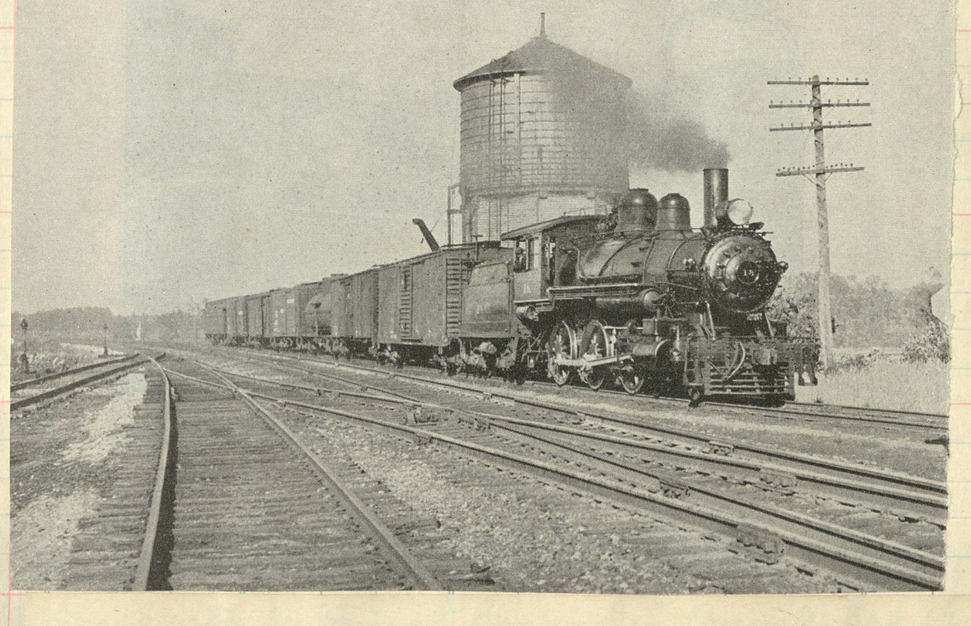
Belfast & Moosehead Lake RR, No. 19, Train had no name. Light 4-6-0, (ex Bangor & Arrostook) with two car train for Maine Central connection crossing river bridge into Belfast, Maine. Looking up from river level under fleecy clouds.



#20 ready to depart from Burnham Jct. Another Ten wheeler from the BAR (BAR nos 45, 60) sister engine to #19 c/n 1783 purchased in 1939.



A sturdy Manchester Ten wheeler #17 was former BAR #50 purchased along with #18 in 1928. Also blt in 1901, c/n 1788.

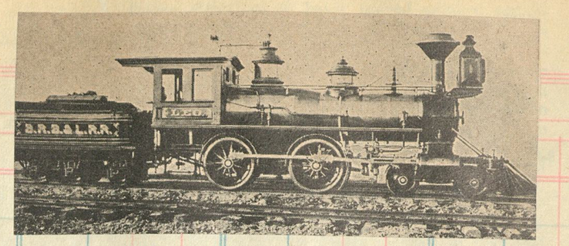


A typical mixed consist rolls into Burnham Jct yard behind #18, ex BAR #52 Manchester 1901 c/n 1790

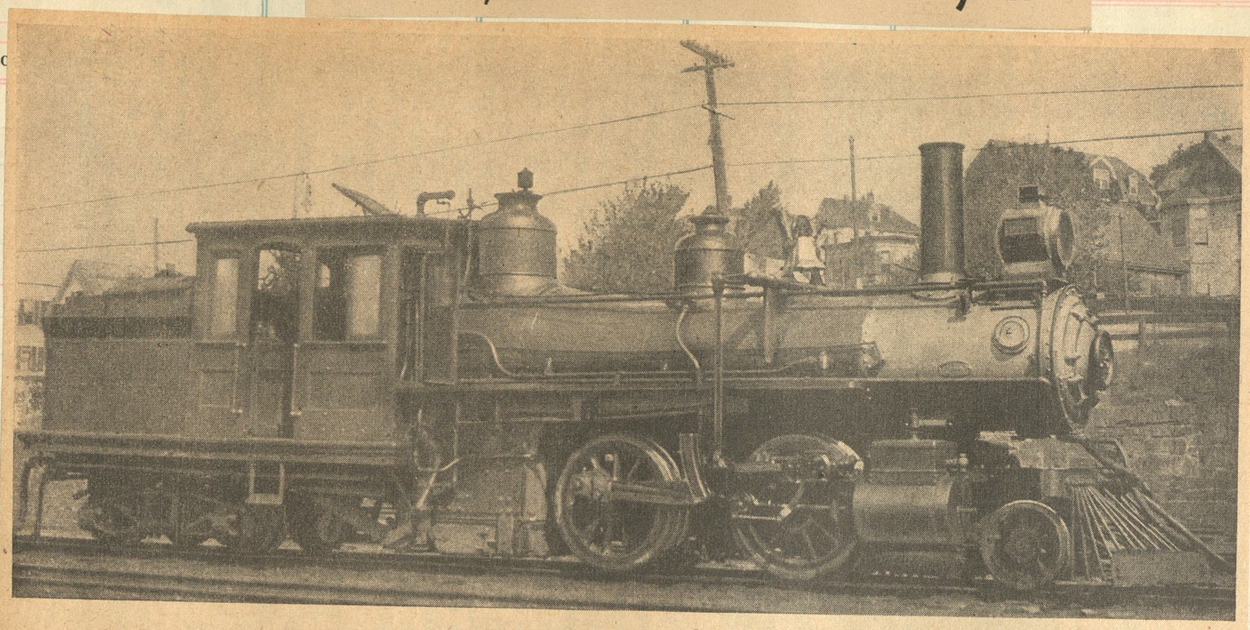
New York C

Boston, Revere Beach & Lynn

TICKET



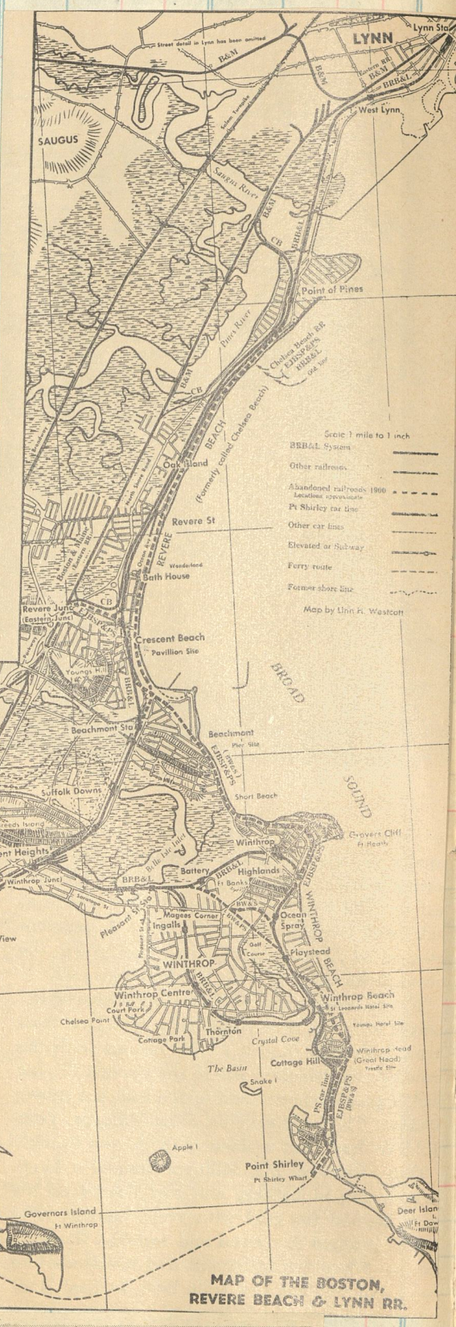
Amount



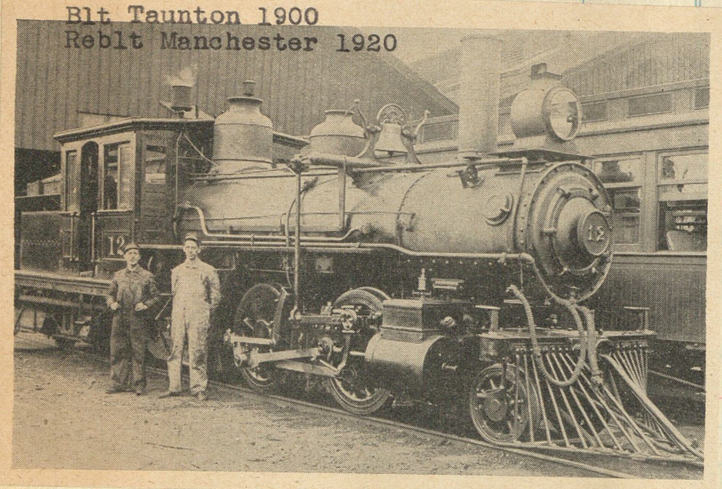
Boston, Revere Beach & Lynn No. 13, built by Manchester in 1901

UNLIKE MOST PIKES, the three-foot-gage BRB&L as a steam road operated passenger service only. Incorporated in 1874, it was opened for travel between Boston and Lynn, Mass., nine miles, July 29th, 1875. Later it expanded. This presumably was the first road to adopt the telephone for train dispatching, in 1879, just as the Erie had been the first to use telegraphy for that purpose. The BRB&L began with three engines. That number grew to 26, the builders being Taunton, Mason, Manchester and Alco. In 1928-'29 the road was electrified. All but one of the steam locomotives were sold or scrapped, that one being kept to heat the car shop at Orient Heights, Mass. The entire line was abandoned in 1939, with a farewell trip by juice fans

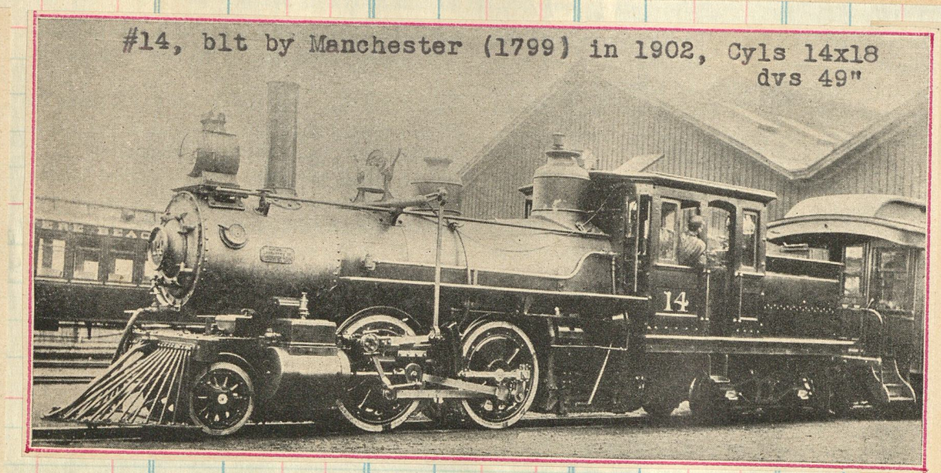
The Summit at East Boston



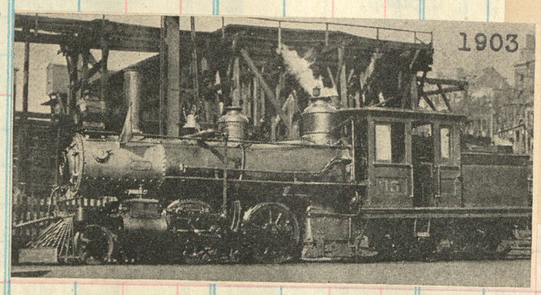
Blt Taunton 1900
Reblt Manchester 1920



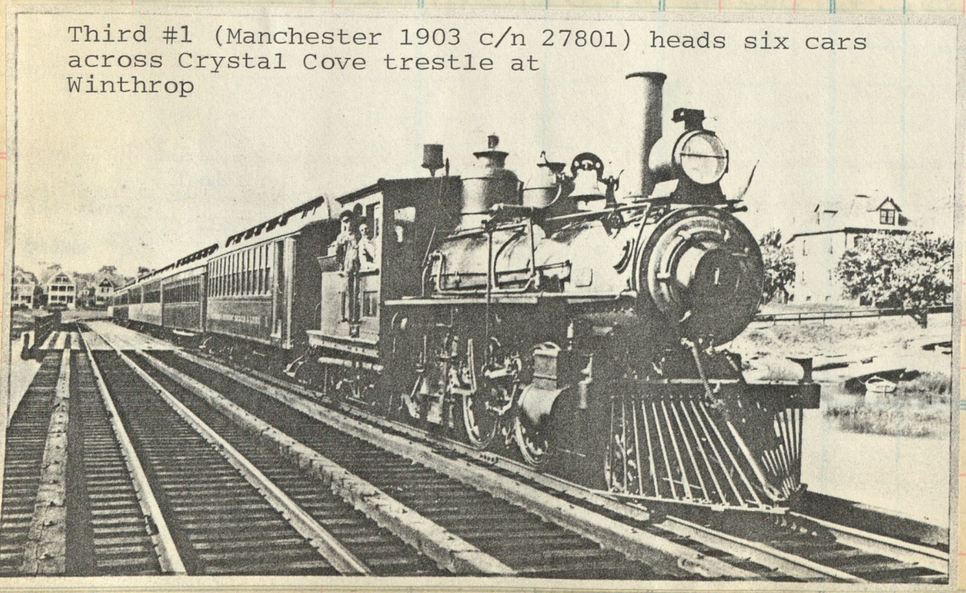
#14, blt by Manchester (1799) in 1902, Cyls 14x18
dvs 49"



The Boston, Revere Beach & Lynn (Narrow Gage) has Difficulties at Beachmont, Mass., in the Recent Snow Storm 1920



Third #1 (Manchester 1903 c/n 27801) heads six cars across Crystal Cove trestle at Winthrop



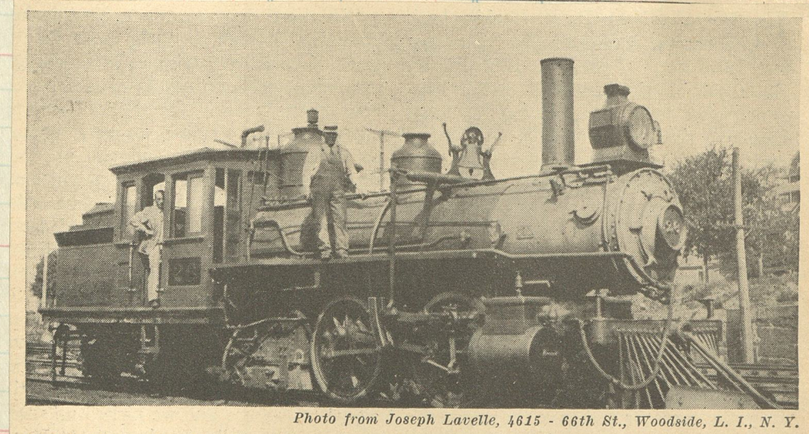
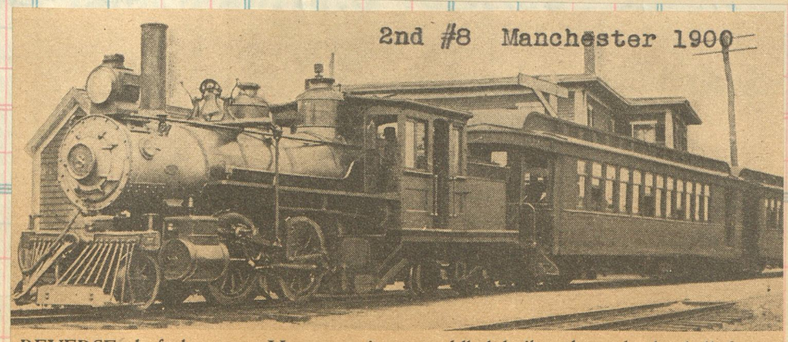


Photo from Joseph Lavelle, 4615 - 66th St., Woodside, L. I., N. Y.

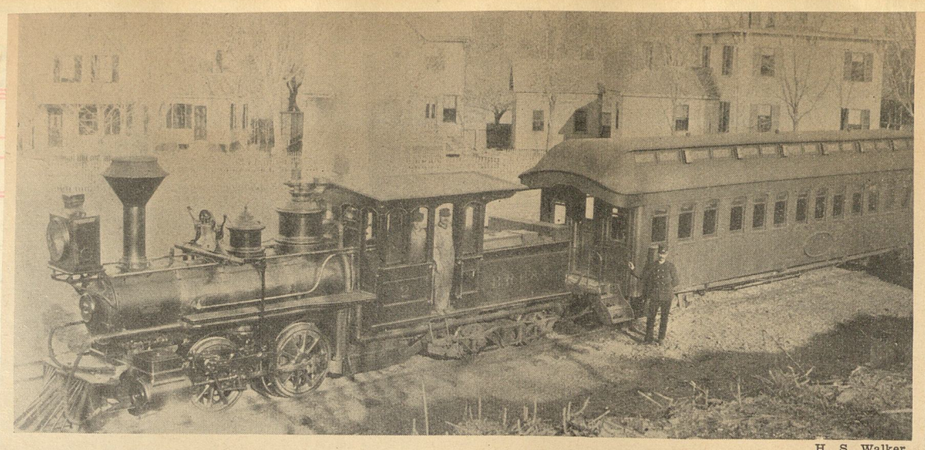
BRB&L'S Number 26 snapped at Orient Heights, Mass., in 1922 was eight years out of Schenectady's shops at that time. The 2-4-4's total weight was 100,000 pounds

2nd #8 Manchester 1900



REVERSE shaft lever on Mason engines straddled boiler through the bell frame casting. Here's No. 8 of the Boston, Revere Beach & Lynn at East Lynn, Mass.

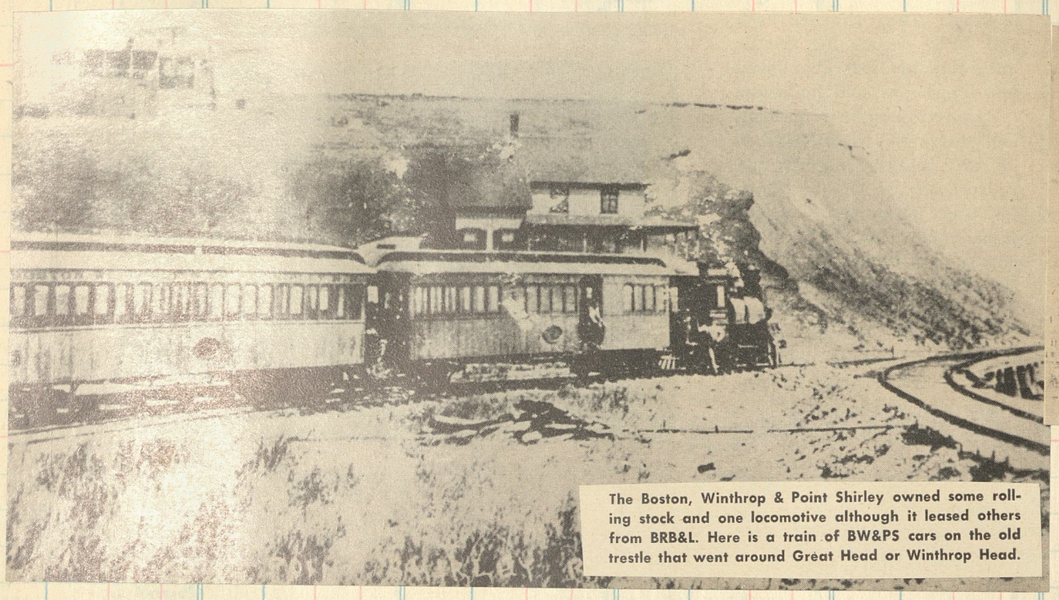
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.



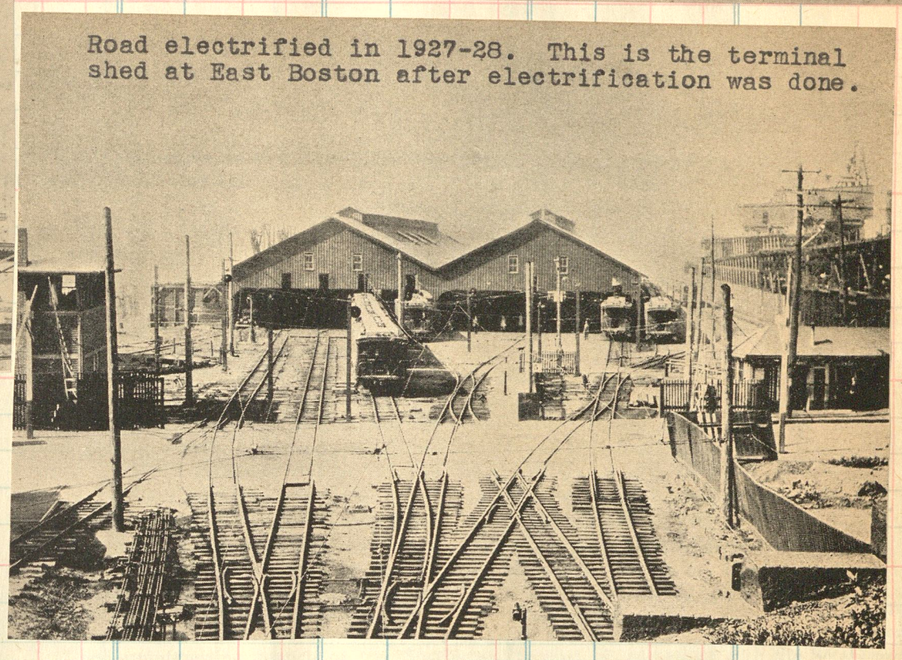
H. S. Walker.

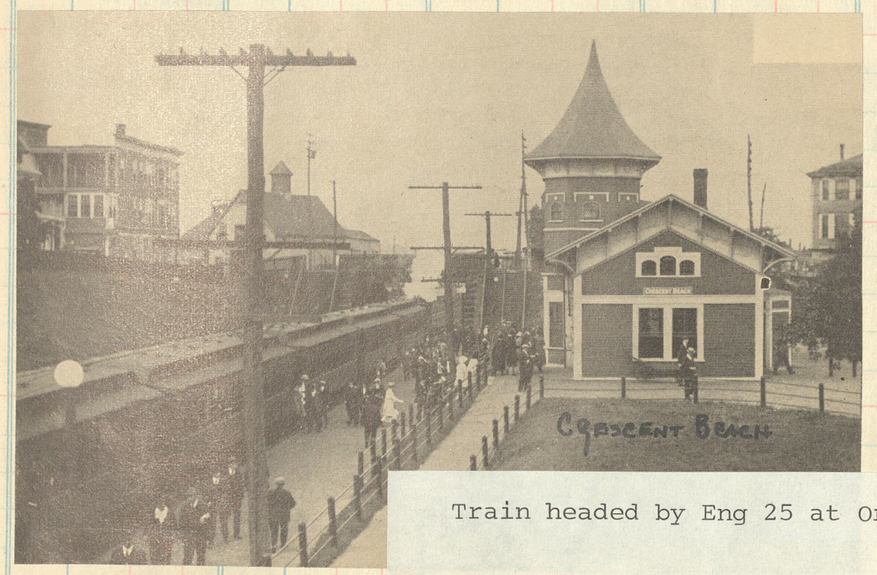
BRB&L No. 2, Pegasus, ran on the Boston, Winthrop & Shore even before BRB&L had leased the smaller line. Built by Mason in 1875, it spent 10 years on the Winthrop branch. Picture was taken when loop had just been double-tracked.

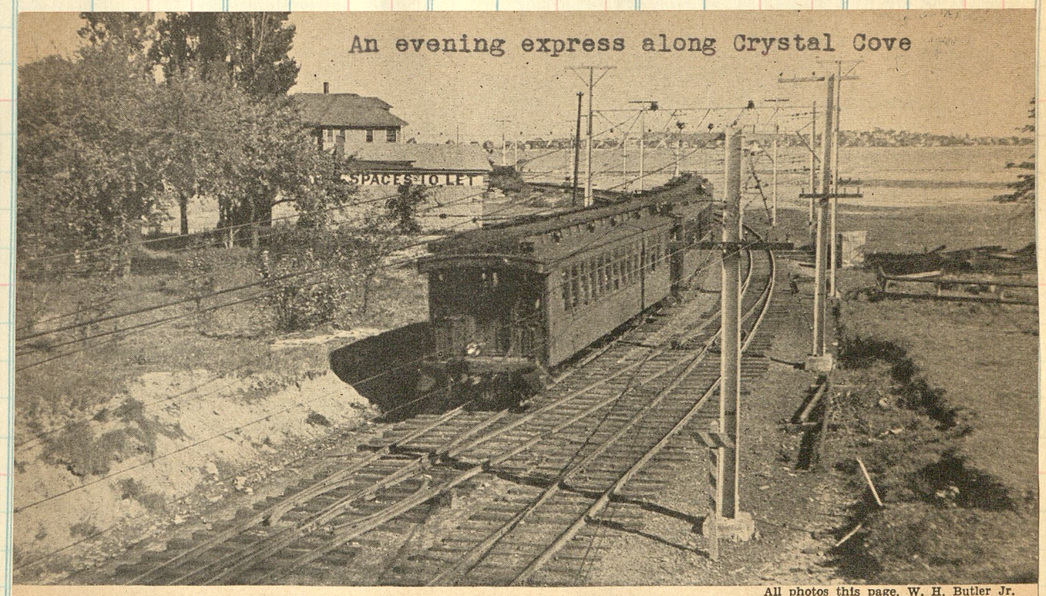
After the two Winthrop lines consolidated, the Boston, Winthrop & Point Shirley's only locomotive became the Boston, Winthrop & Shore No. 1, shown here at Cottage Hill. It was later scrapped by the BRB&L in 1893.



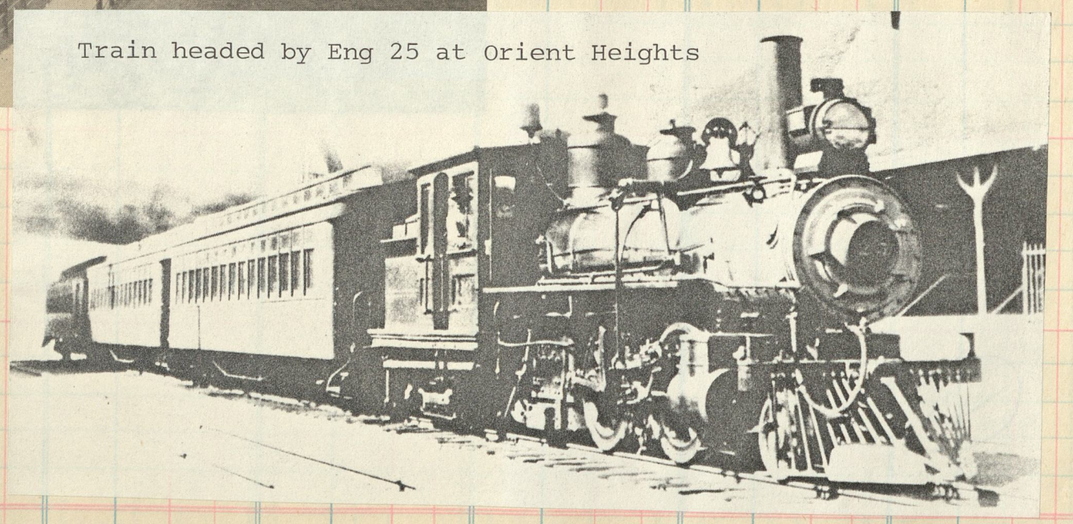
The Boston, Winthrop & Point Shirley owned some rolling stock and one locomotive although it leased others from BRB&L. Here is a train of BW&PS cars on the old trestle that went around Great Head or Winthrop Head.

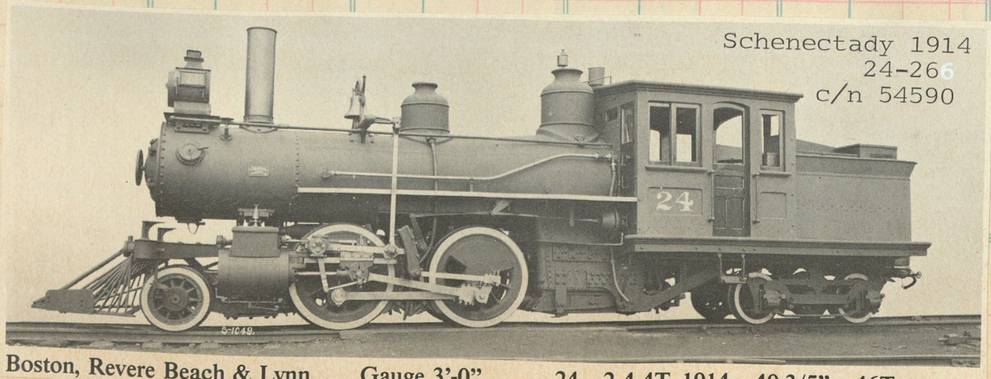






All photos this page, W. H. Butler Jr.





Boston, Revere Beach & Lynn Gauge 3'-0" 24 2-4-4T 1914 49 3/5" 46T

74

BLUE RIDGE RAILWAY.

FAIRFAX HARRISON, President, Washington, D.C.
JOHN B. HYDE, Vice-Pres't., "
GEORGE H. DUGAN, V.-P., "
T. H. SEAY, Comptroller, "
G. E. MAULDIN, Sec'y, "
MAURY MIDDLETON, Treas., "
CHESTER QUINN, Auditor, Anderson, S.C.
J. A. BUTTERWORTH, Pur. Agt., Washington, D.C.

G. C. POTTER, Gen. Fht. Agent, Atlanta, Ga.
M. M. BARBER, Fht. Claim Agt., "
V. A. SLAUGHTER, General Live Stock Agent, Washington, D.C.
J. J. HOOPER, Live Stock Claim Agent, Washington, D.C.
B. M. ALLEN, Eng'r Maint. of Way, Washington, D.C.
J. W. FLETCHER, Supt., Anderson, S.C.
J. V. RENN, Com'l Agent, "

No. 3-19	61	1-5	17	Mls.	April 3, 1933.	18	20	64	62	4	2
	P M	Mix.	A M	A M	(Eastern time.)	A M		Mix.	Mix.	P M	A M
	*5 55	†4 15	*10 55	*2 00	0	lv.. Belton[1] ..ar.	1 45		9 55	3 46	5 45	10 50
	6 17	4 42	11 17	– –	8.8	....Toxaway....	– –		9 33	3 18	5 23	10 28
	6 20	4 45	11 20	2 25	10.2	ar. Anderson[2] lv.	1 35	A M	9 30	†3 16	5 20	§10 25
	*10 30	5 30	11 20	2 25	10.2	lv. Anderson .ar.	1 35	5 40	8 15	P M	5 20	A M
	10 56	5 37	11 28	– –	12.0	.West Anderson.	– –	5 34	8 08	.....	5 11	9 *
	10 46	5 48	11 43	– –	17.3	.....Denver	– –	5 22	7 53	.....	4 56	
	10 51	5 53	11 47	– –	19.4	..Sandy Springs..	– –	5 18	7 45	.....	4 50	
	10 54	6 04	11 50	2 46	20.4	...La France ...	12 47	5 16	7 42	....	4 47	
	11 00	6 21	11 57	2 52	22.9	...Pendleton ...	12 42	5 11	7 30	.....	4 40	
	11 08	6 36	12 06	– –	26.7	Cherry's Cross'g	– –	5 01	7 16	.....	4 31	
	11 12	6 42	12 10	– –	28.5	.Adams Cross'g.	– –	4 57	7 10	.....	4 27	
	11 25	7 05	12 25	– –	33.8	....Jordania....	– –	– –	6 49	.....	4 15	
	11 30	7 10	12 30	3 16	34.5	....Seneca[3] ...	*12 16	*4 45	†6 45	.....	4 12	
	P M	P M	12 50	A M	42.4	.. West Union ...	A M	A M	A M	.....	3 20	
	.....	.....	1 00	.....	44.2	...Walhalla ...	.....	.....	.....	.....	*3 15	
	.....	.....	P M	.....	.....	ARRIVE LEAVE	.....	.....	.....	.....	P M	

Through Sleeping Car between Columbia and Atlanta, Trains 17 and 18, via Seneca and South. Ry. (See South. Ry. condensed schedules.)

Connections.—[1] and [3] With So. Ry. [2] With Char. & West. Car. Ry.

* Daily; † daily, except Sunday; § Sunday only.

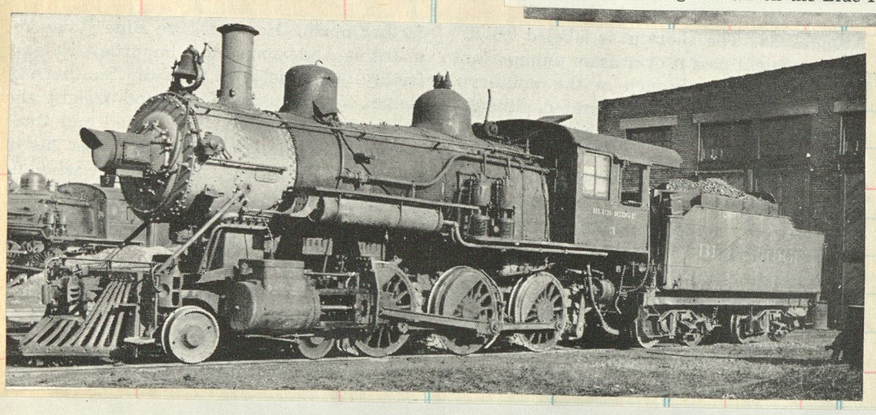
Efficiently spanning the main line at Anderson, this station overcomes both the approach and taxable land area problems as well as being located right in the center of the city. Trains are below ground level, baggage and waiting facilities are located on the ground (second) level, and offices are at the top. Anderson is the largest town on the Blue Ridge Railway, and the BR is Anderson's most used railroad.

Blue Ridge Railway AT

Morning train.

This is No. 1 behind Engine 3, crossing Broadway Creek Trestle, which was built before the Civil War. This train started at Anderson as No. 2 (Sunday schedule) and is now returning from Belton; it will run through to Walhalla, returning later in the afternoon as No. 4. In all there are nine daily trains on the railway with the runs arranged so that two locomotives could handle them all. Besides the passenger service, freight is operated with a mixed train.

Clos. No. | Sold | Amount



#4 came from Richmond in 1907 c/n 42072

Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

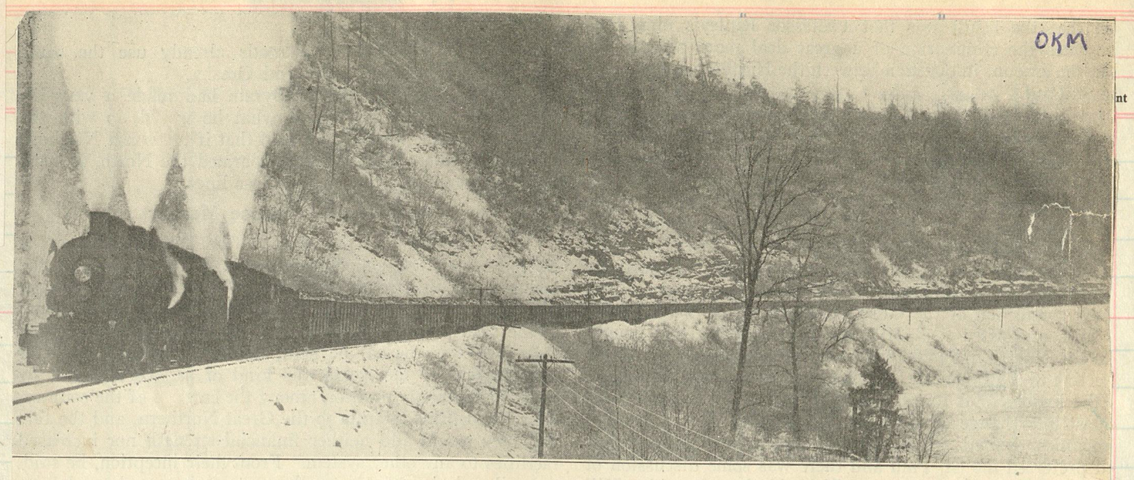
Next Seller's Signature

Total Accounted for

THE PITTSBURG & SHAWMUT RAILROAD

NYCS 4-46 1000 bks. (Eureka 2353)

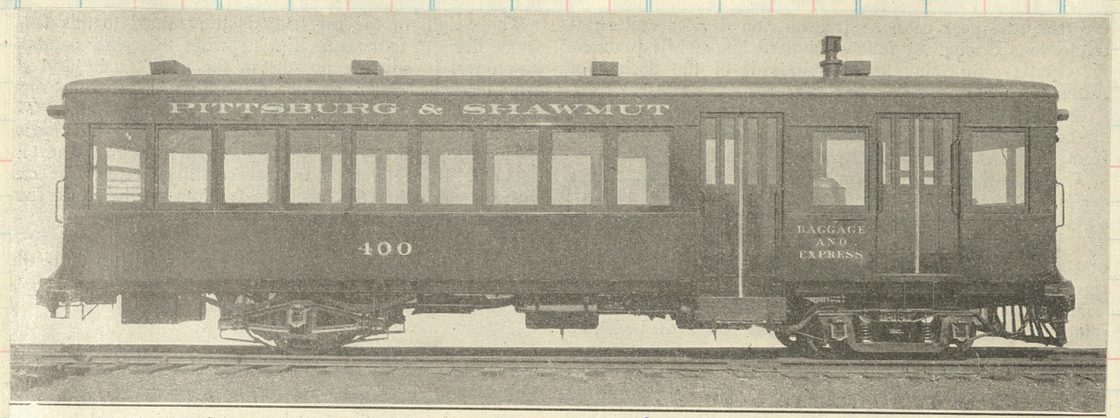
G. O'C., Newark, N. J.—The Pittsburg & Shawmut was incorporated in 1903 as the Brookville & Mahoning. Six miles were opened in 1907, and the present title was adopted in 1910. It operates 104 miles of line, and its main line extends 88 miles between Erie Jct. and Freeport Jct., Pa. It owns 24 locomotives; 739 freight, eight passenger, and 26 miscellaneous cars.



OKM

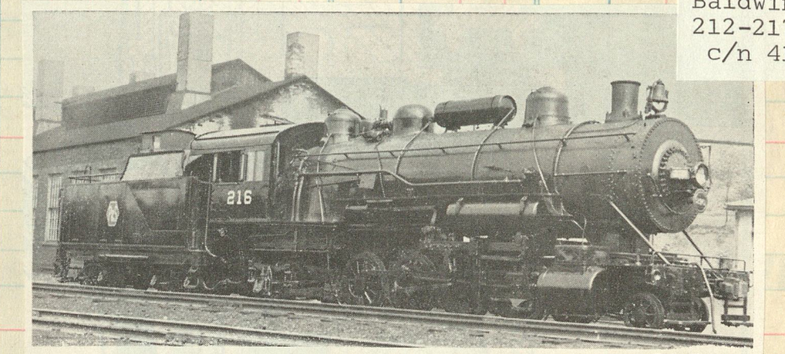
A Sixty-Car Coal Train on the Pittsburg & Shawmut

Every Car Loaded to Capacity—Gross Weight of Train 4,710 Tons, Pulled by Two Mikados, Each Having a Weight of 180,000 lbs. on Drivers



One of Three Bowen Motor Cars Recently Delivered to the Pittsburg & Shawmut

1921



E. L. Thompson.

Pittsburg & Shawmut engine 216↑ looks like new after a trip to the paint shop at Brookville.

Baldwin 1914
212-217 2-8-2
c/n 41567

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

76

BONHOMIE & HATTIESBURG SOUTHERN RAILROAD CO.

W. S. F. TATUM, President, Hattiesburg, Miss.
W. O. TATUM, Vice-President, "
W. S. TATUM, Secretary and Treasurer, "
F. M. TATUM, General Manager, "
L. J. ACHEE, Auditor and Traffic Manager, "

No. 31	Mls	July 17, 1932.	No. 32
Operated for Freight and Express Service only.		LEAVE (Cent. time) ARRIVE	Operated for Freight and Express Service only.
	0	Hattiesburg[1] ... ō	
	4.1	Myers	
	8.0	McCallum	
	10.9	Ragland	
	13.9	Belleville	
	16.5	Mahned	
	19.3	New Augusta ... ō	
	21.1	Wingate	
	23.3	Ferguson	
	26.9	Beaumont[2] ... ō	
		ARRIVE LEAVE	

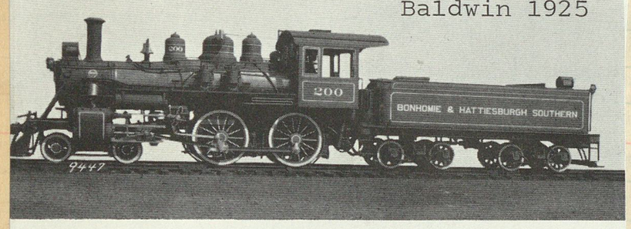
ō Telegraph stations.

Connections.—[1] With Gulf & Ship Island R.R., Mississippi Central R.R. and Southern Ry. Sys. [2] With Gulf, Mobile & Northern R.R.

Clos. No.

nount | Clos. No. | Sold | Amount

Baldwin 1925

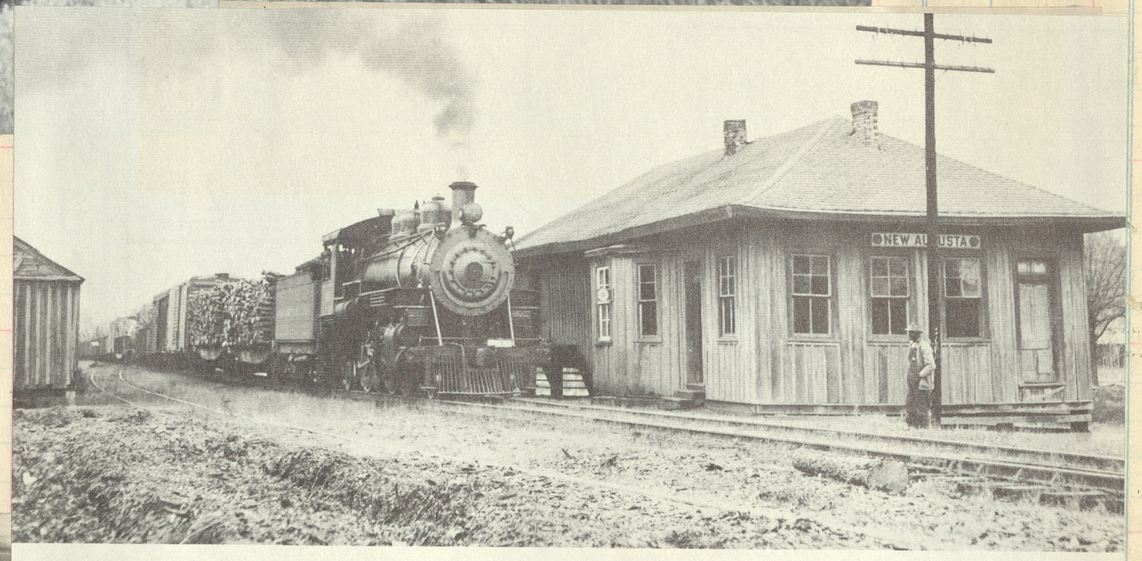


ANOTHER NEAT 4-4-0 American type engine equipped with a superheater, piston valves and Walschaerts valve gear.

C/N 58268

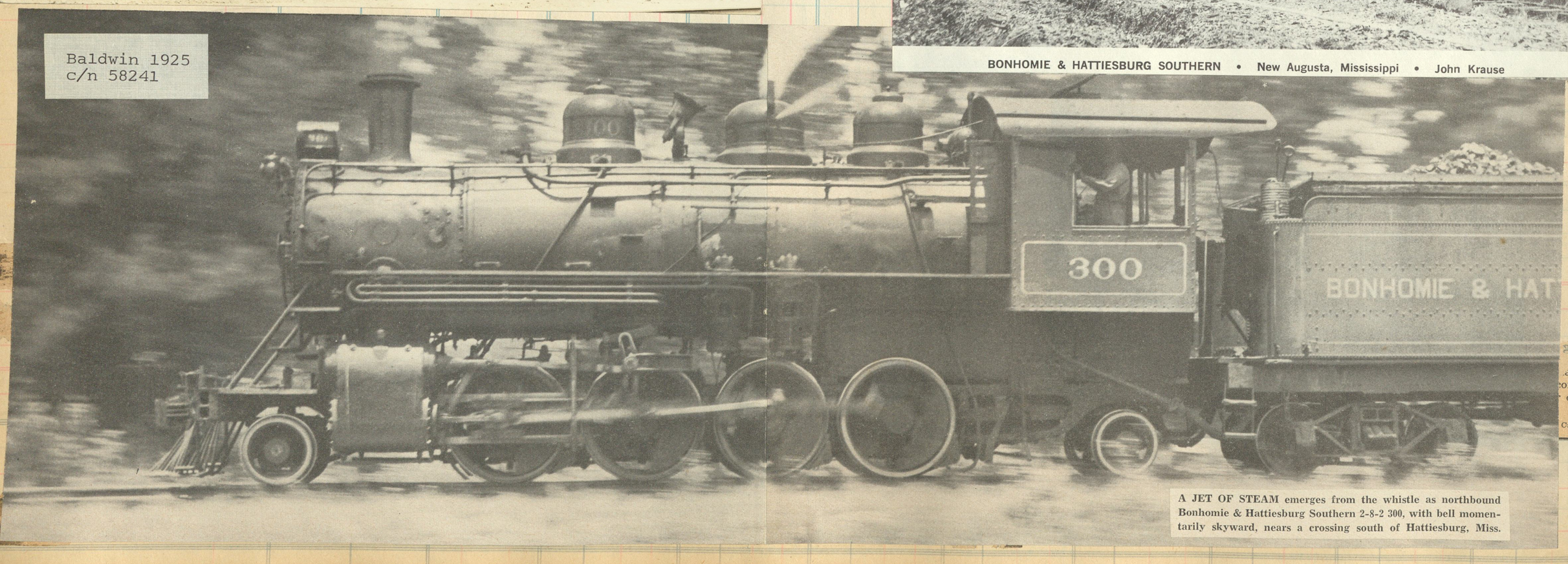
Baldwin 1926

C/N 59239



BONHOMIE & HATTIESBURG SOUTHERN • New Augusta, Mississippi • John Krause

Baldwin 1925
c/n 58241

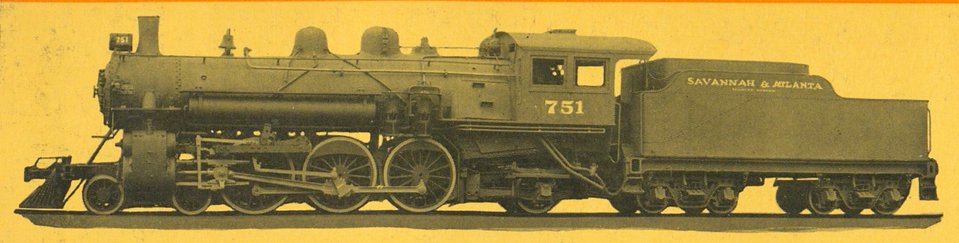


A JET OF STEAM emerges from the whistle as northbound Bonhomie & Hattiesburg Southern 2-8-2 300, with bell momentarily skyward, nears a crossing south of Hattiesburg, Miss.

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amo

A "doctored" print of FEC #141

SAVANNAH & ATLANTA



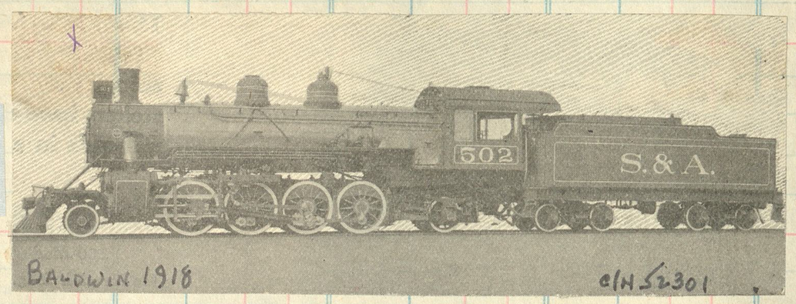
1946

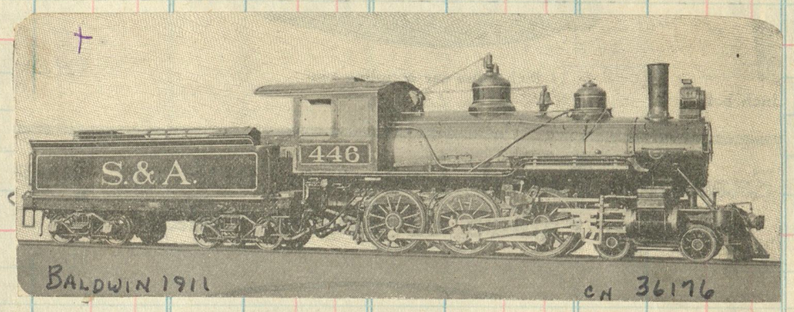
The Savannah & Atlanta Railway Company is a reorganization of the Savannah & Atlantic Railway, which traced its ancestry back to the Brinson Railway, incorporated in 1906. The present company was incorporated November 21, 1938.

The S&A is a Class 1 railroad running 141.63 single-track miles from Savannah, Ga., to Camak Junction, Ga., thence by trackage rights over the Georgia Railroad to Camak, 2.36 miles farther. Practically all its revenue is derived from freight; prewar years 1940 and 1941 showed only 1673 and 1912 revenue passengers carried on the single mixed train which makes a daily trip each way between Savannah and Waynesboro, 96.1 miles. The road owns but four passenger cars.

Connections are made at Savannah with the Atlantic Coast Line, Central of Georgia, Seaboard, and Southern; at Sylvania (57.5 miles from Savannah) with the Sylvania Central; at Waynesboro (96.1 miles) with the Central of Georgia; at Torbit (108.1 miles) with the Georgia & Florida; and at Camak with the Georgia Railroad which runs west to Atlanta. Its 13 locomotives and 324 nonpassenger cars are kept busy feeding freight to the connecting railroads and interchanging freight among them. The railroad also operates 26.43 miles of industrial tracks.

#502 later to B.C.& G. #15



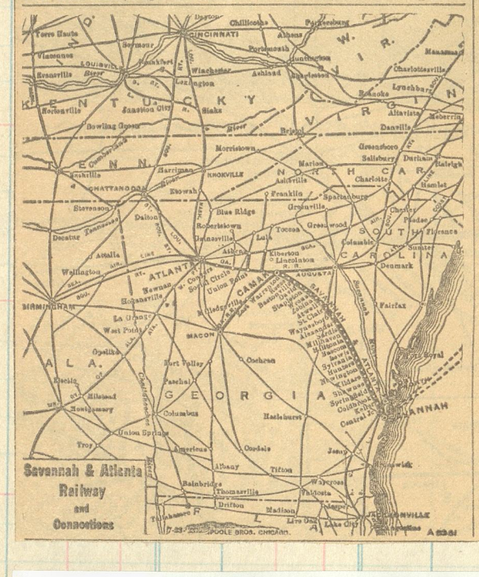


S&A

SAVANNAH & ATLANTA RAILWAY.

CHARLES E. GAY, Jr., Receiver and General Manager, Savannah, Ga.
HITCH, DENMARK & LOVETT, General Counsel, Savannah, Ga.
J. L. STRONG, Auditor and Treasurer, "
T. D. COOK, Assistant Auditor, "
P. L. SHEPHERD, Traffic Manager, "
GEORGE D. STERNE, Gen. Freight and Passenger Agent, "
J. D. SCHLEY, Freight Claim Agent, "
G. T. NALLEY, Superintendent of Car Service, "

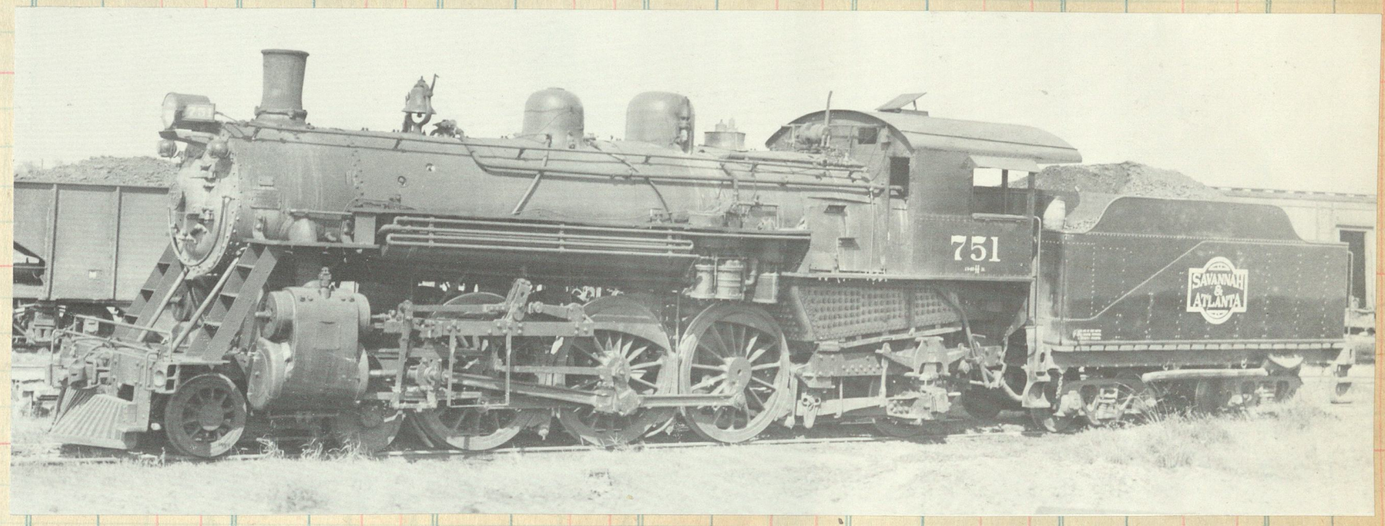
J. M. HOPKINSON, Supt. of Motive Power, Savannah, Ga.
J. A. McLEOD, Chief Engineer, "
I. T. BASS, Superintendent, "
W. W. SMITH, Commercial Agent, "
W. F. STEWART, Commercial Agent, 1118 Citizen & Southern National Bank Building, Atlanta, Ga.
J. F. SLOWEY, Commercial Agent, Nashville, Tenn.
H. R. MORGAN, Commercial Agent, Jacksonville, Fla.
H. B. HOPKINS, Trav. Freight Agt., P. O. Box 1636, Tampa, Fla.
S. J. THEOBALD, General Agent, 813 Straus Building, Chicago, Ill.



	No. 1	Mls.	January 1, 1934.	No. 2
	Mixed.		LEAVE | ARRIVE	Mixed.
	†5 30 A M	0	..... Savannah.... ⊙	1 30 P M
	— —	7.6	..Pt. Wentworth Jn..	— —
		9.9	...Pt. Wentworth...	
	— —	10.7	..... Keller	— —
	— —	17.7	..... Blandford	— —
	— —	20.4	..... Rahn's	— —
	7 05 A M	24.4	..... Springfield.... ⊙	12 10 P M
	— —	30.6	..... Lorenzo.....	— —
	— —	33.9	..... Shawnee.....	— —
	7 38 "	38.7	.....Kildare..... ⊙	11 35 A M
	8 00 "	43.4	..... Newington.... ⊙	11 25 "
	— —	47.3	.....Sheppard.....	— —
	8 15 "	48.9	.....Hunter..... ⊙	11 07 "
	— —	50.9	..... White Hill	— —
	8 30 "	53.7	.....Farmdale.....	10 50 "
	9 00 "	57.5	..... Sylvania..... ⊙	10 40 "
	— —	64.9	.....Bascom..... ⊙	— —
	9 30 "	67.9	.....Hilltonia..... ⊙	9 53 "
	9 45 "	71.6	..... Millhaven .... ⊙	9 35 "
	10 30 "	78.0	..... Sardis ..... ⊙	9 10 "
	10 50 "	85.4	..... Alexander .... ⊙	8 25 "
	— —	89.7	..... Old Church.....	— —
	11 25 A M	96.1	ar.. Waynesboro ⊙ lv.	†8 00 A M
	Freight Service only.	100.5	.....Elmore.....	Freight Service only.
		104.5	.....Le Roy.....	
		108.4	.....St. Clair	
		116.8	.....Zebina.....	
		120.1	.....Wrens.....	
		124.2	.....Stapleton.....	
		127.7	..... David	
		131.7	.....Bastonville.....	
		135.6	..... Reese	
		141.3	....East Warrenton....	
		144.7	.....Camak.....	

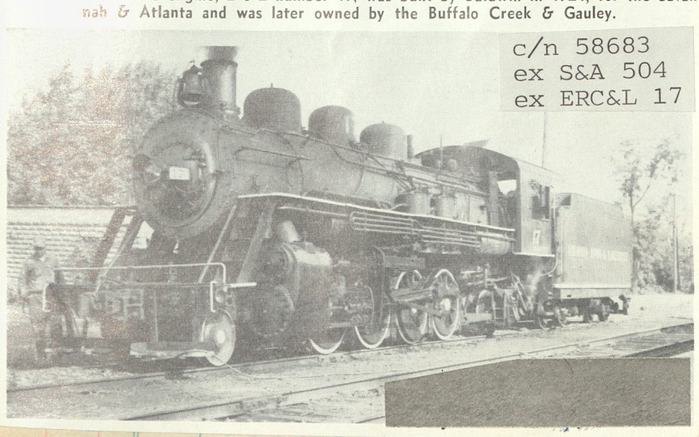
†Daily, except Sunday. ⊙Telephone stations. STANDARD—Eastern time.

Connections.—At Savannah, Ga.—With Atlantic Coast Line R.R., Central of Georgia Ry., Seaboard Air Line R.R. and Southern Ry. At Waynesboro, Ga.—With Central of Georgia Ry. At Sylvania, Ga.—With Sylvania Central Ry. At St. Clair—With Georgia & Florida R.R. At Camak, Ga.—With Georgia R.R. At Wrens, Ga.—With Central of Georgia Ry.



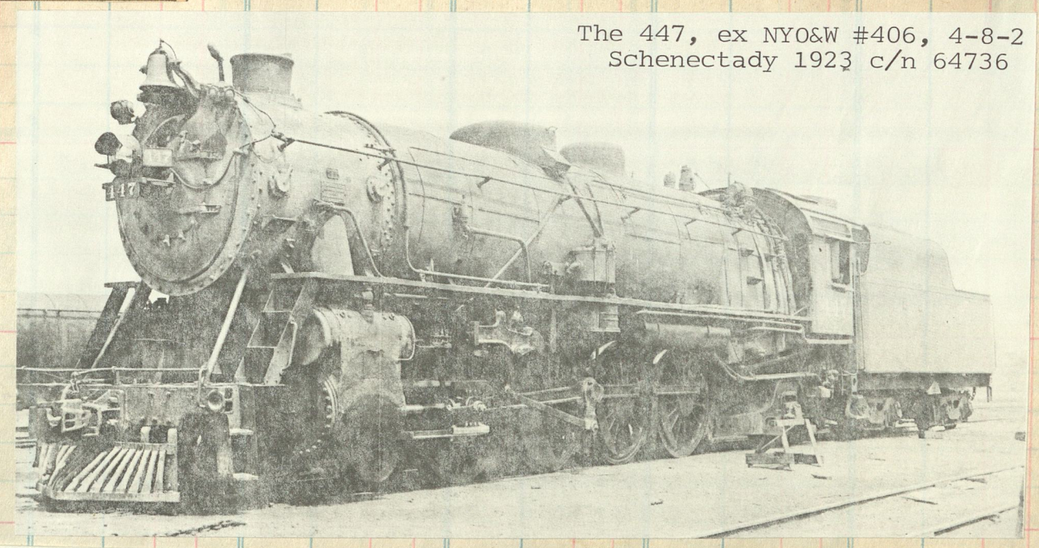
In 1935 the S&A purchased three FEC Pacifics, nos 80,136 & 141. No 751 was the former FEC 141 built by Schen in 1920. Cyls 22x26 dvs 69" TE 31,000

On August 21, Buffalo Chapter ran a trip on the Livonia, Avon & Lakeville, New York's newest steam short line. The engine, 2-8-2 number 17, was built by Baldwin in 1924, for the Savannah & Atlanta and was later owned by the Buffalo Creek & Gauley.

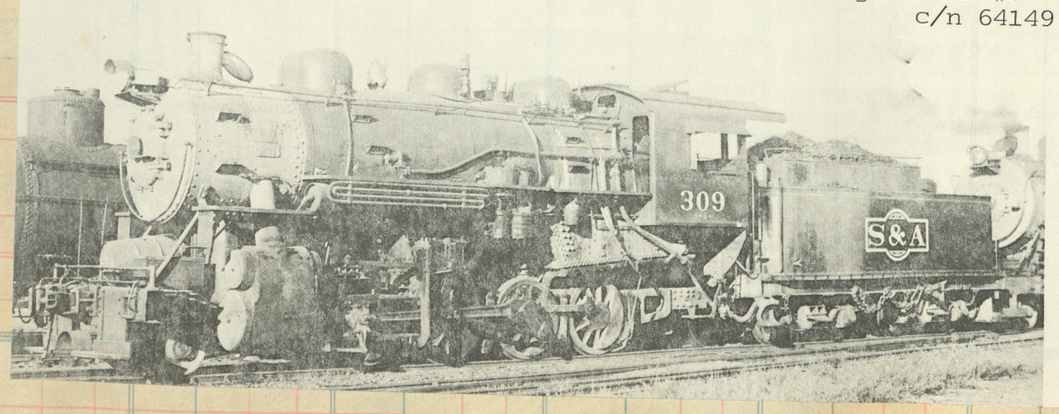


c/n 58683
ex S&A 504
ex ERC&L 17

The 447, ex NYO&W #406, 4-8-2
Schenectady 1923 c/n 64736

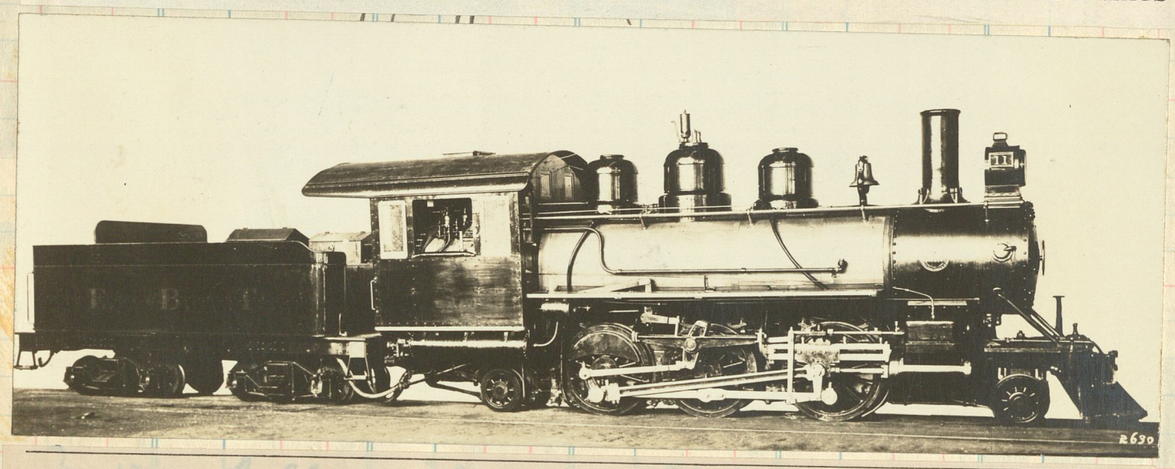


2-8-0 #309 Schenectady 1923
ex Washington Run #3
c/n 64149



78

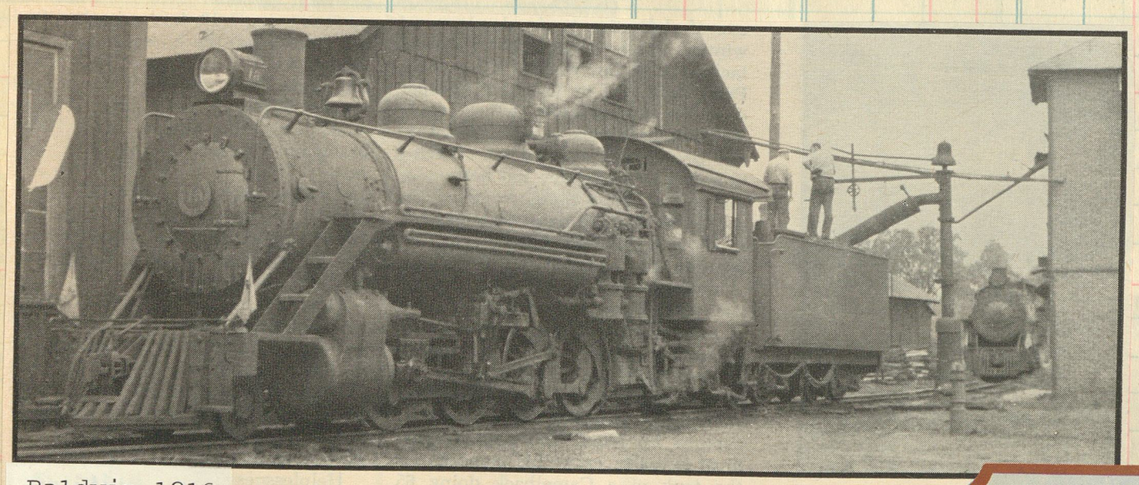
Eng 18, a nicely balanced Baldwin Mike, hurries empties back to the mines



#11, a Baldwin built 2-6-2 delivered in 1908 c/n 32664

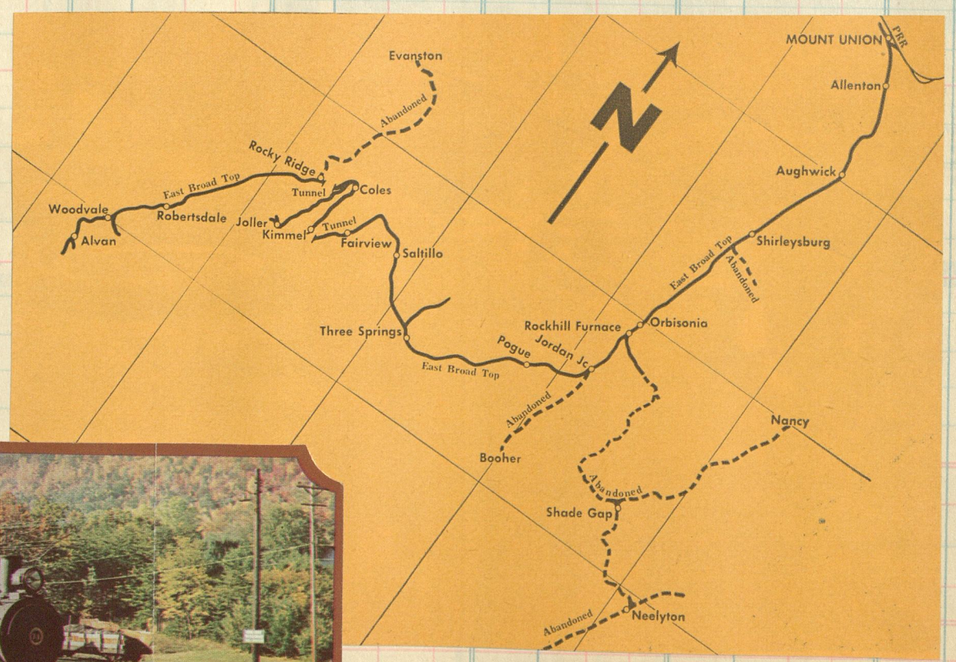
SALES AT

Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



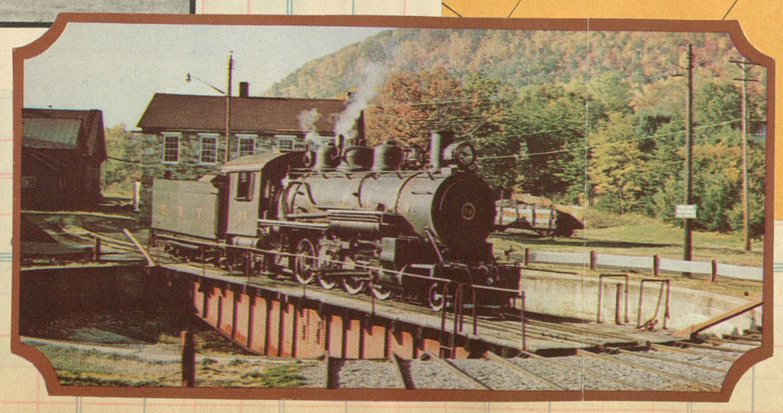
Baldwin 1916
c/n 43562

EAST BROAD TOP MIKADO NO. 16 TAKES WATER AT ORBISONIA

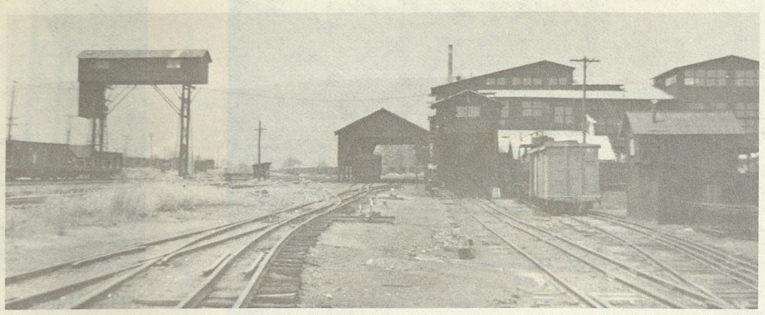


Why narrow gauge is no problem

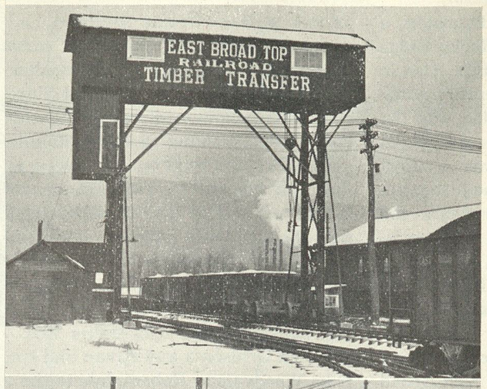
THE Coal Transfer Plant with its cleaning and grading process largely insures that the East Broad Top can continue to operate practically as a narrow gauge. The expense involved in transfer from narrow to standard equipment has been the economic handicap fatal to many a deceased three-footer; but in the case of the EBT the loads of coal have to be dumped into the cleaning and grading plant anyhow, so there is no loss of efficiency in channeling the processed product into standard-gauge hopper cars. Since interchange is not a problem either, the only advantage of standard-gauging the railroad would be to provide larger equipment, with a consequent reduction in the number of train movements and, thereby, a decrease in manpower expense. The heavy cost of enlarging the right of way over the railroad's substantial gradients and tortuous alignment, and of re-boring two tunnels, more than cancels any possible economy as far as present management is concerned.

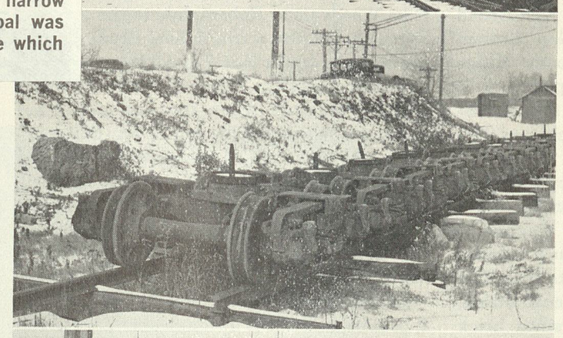


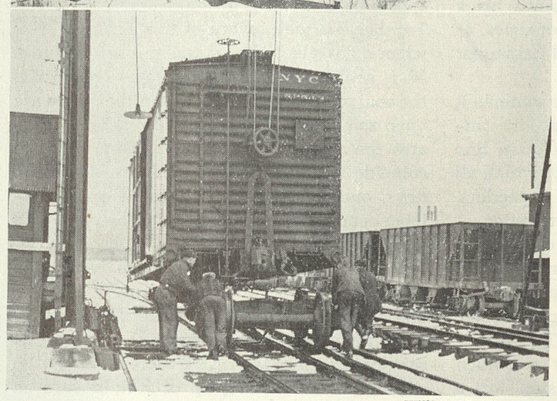
#14



This 1956 view of the Mt. Union Yard shows the transfer crane on the left, which was used to lift the cars while standard gauge trucks were exchanged for narrow gauge trucks. The large sprawling structures on the right were where coal was cleaned, classified and made ready for shipment via the Pennsy's main line which interchanged with the East Broad Top here.

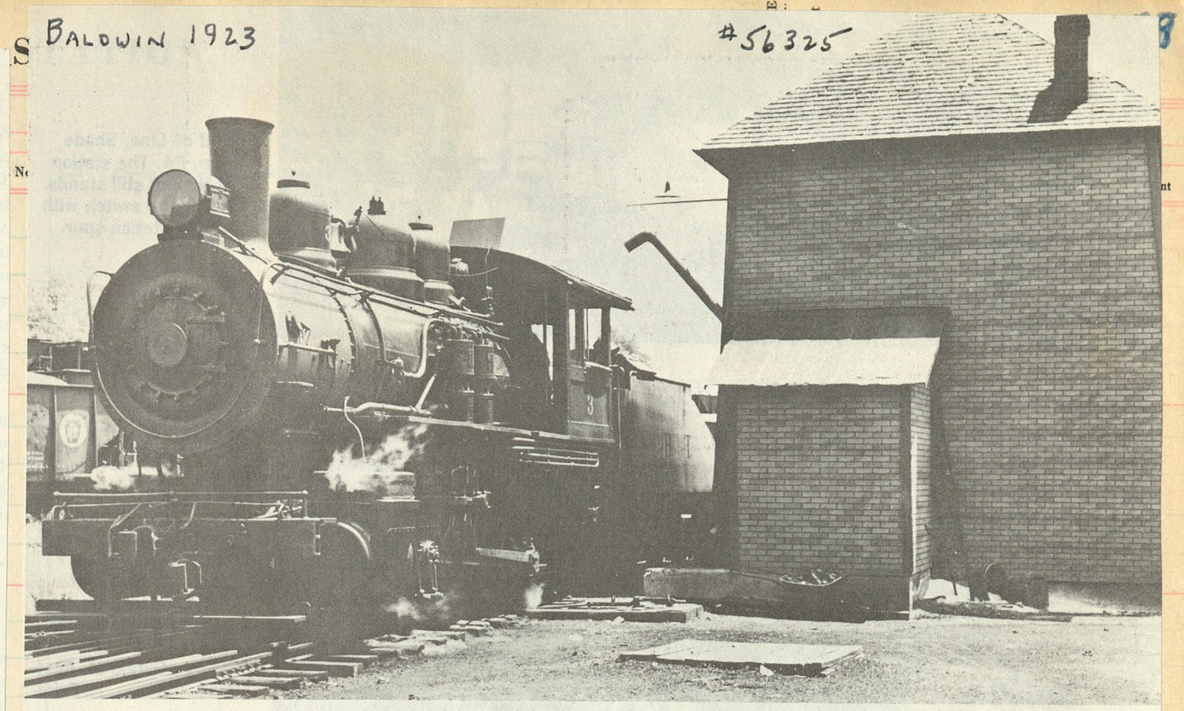




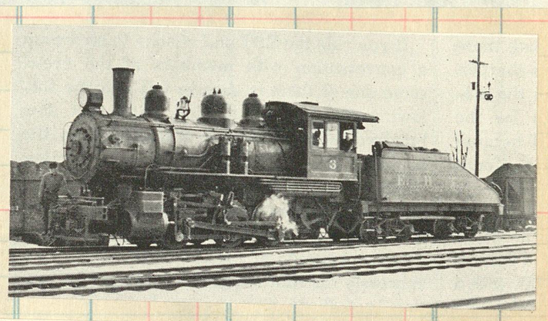


William Moedinger Jr.

BALDWIN 1923 #56325



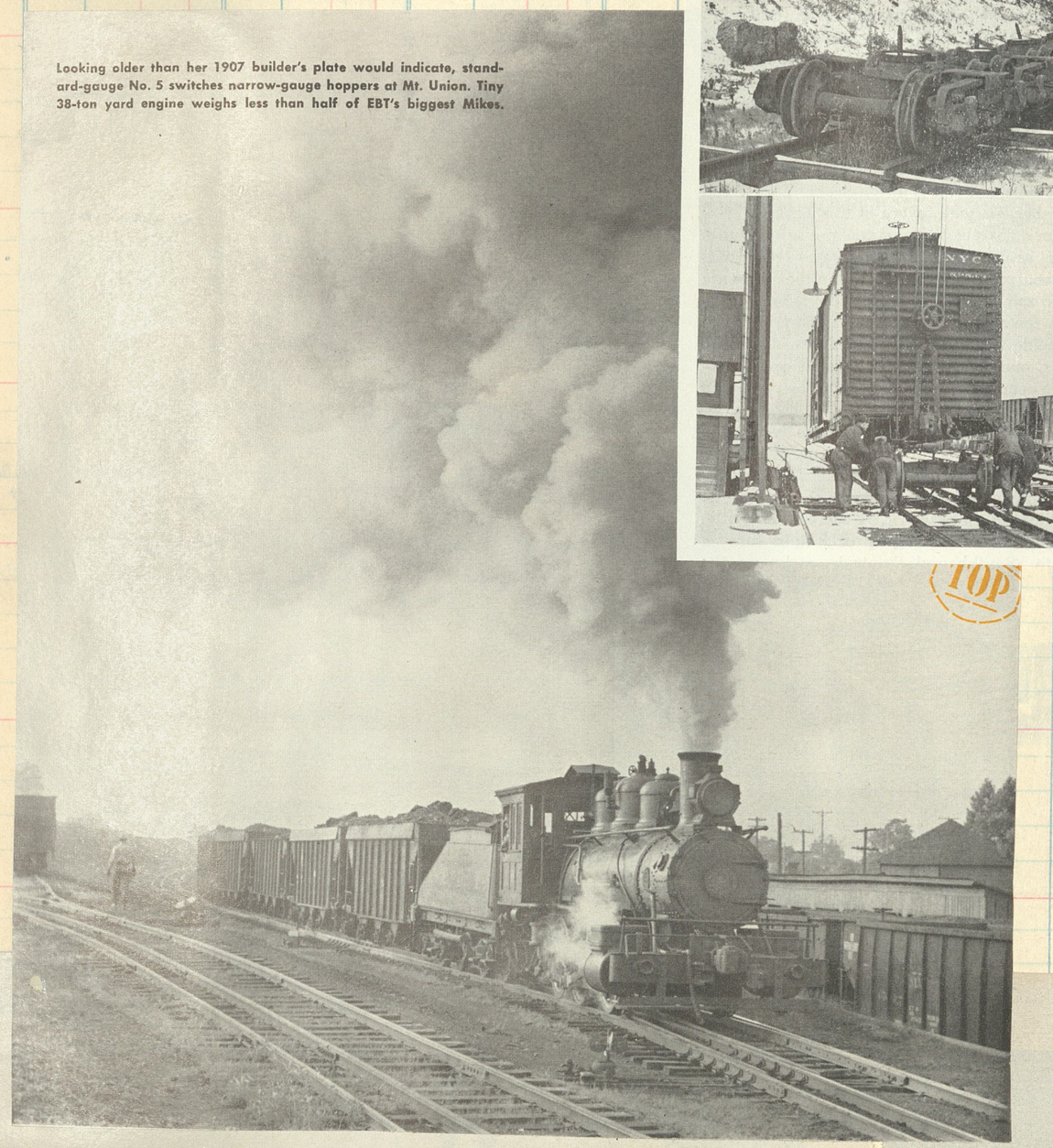
Standard gauge E.B.T. switcher No. 3 at the fully enclosed water tank in Mt. Union, PA, yards. Note the dual gauge couplers.



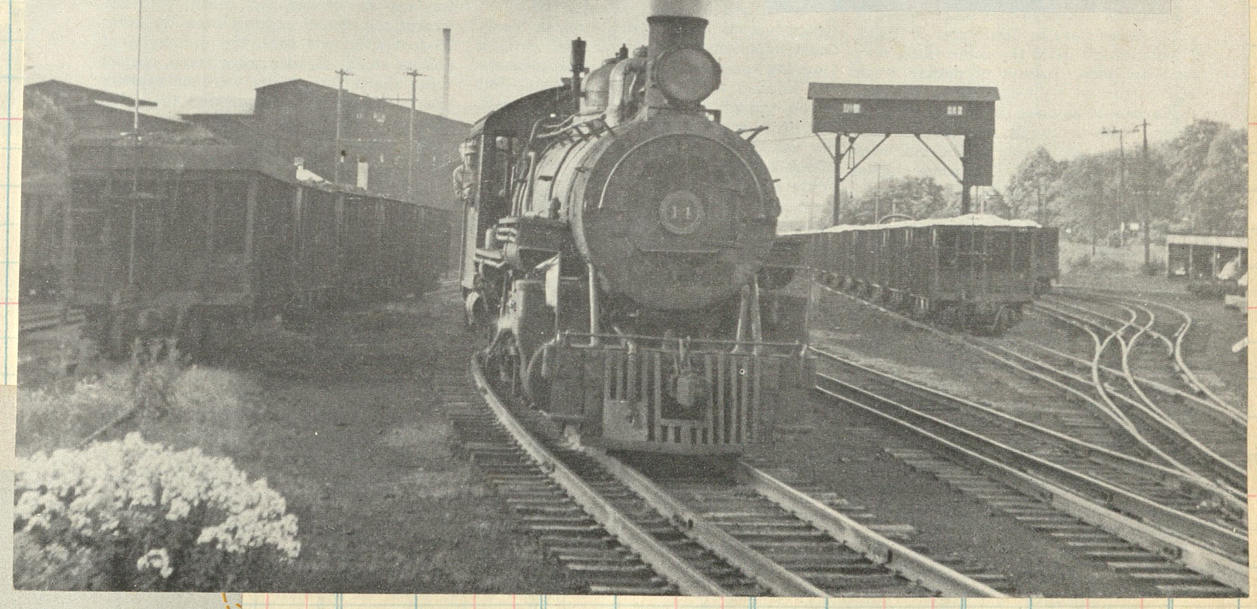
Where standard and narrow gauge interchanged traffic, dual-gauge trackage let each gauge service all points. Here an East Broad Top Mike smokes it up on the dual gauge at Mount Union, Pa.

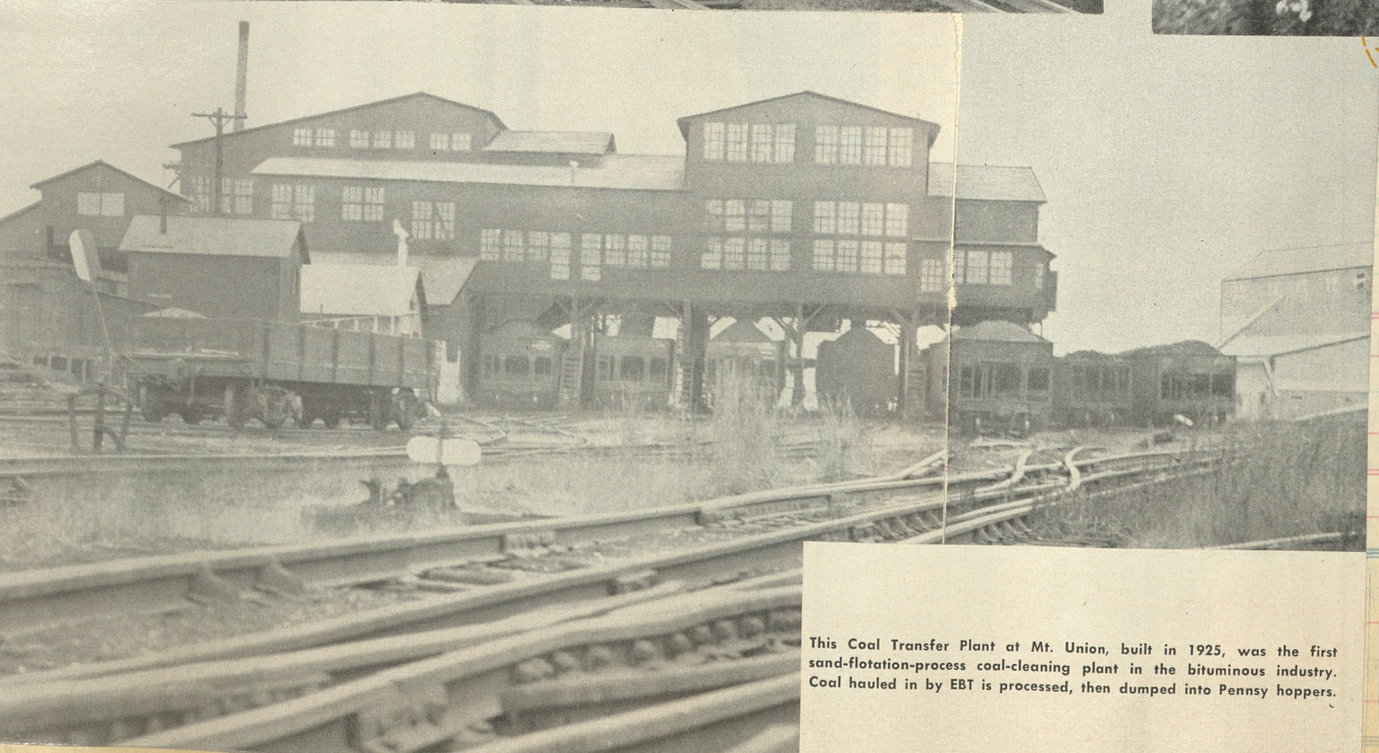
Philip A. Hastings.

Looking older than her 1907 builder's plate would indicate, standard-gauge No. 5 switches narrow-gauge hoppers at Mt. Union. Tiny 38-ton yard engine weighs less than half of EBT's biggest Mikes.



#14 Baldwin 1912
c/n 38625





This Coal Transfer Plant at Mt. Union, built in 1925, was the first sand-flotation-process coal-cleaning plant in the bituminous industry. Coal hauled in by EBT is processed, then dumped into Pennsy hoppers.

4-51 200

TIME TABLE NO. 100

The East Broad Top Railroad and Coal Company

In Effect Monday, April 30th, 1951

Eastern Standard Time

NORTHWARD READ DOWN				Station No.	MAIN LINE	Distance from Mount Union	SOUTHWARD READ UP		
	No. 7	No. 3	No. 1				No. 8	No. 2	No. 4
	P. M.	P. M.	A. M.				A. M.	A. M.	P. M.
	2 05	.....	.....	33	Leave .....**Alvan**..... Arrive	33.0	5 45	.....	.....
	s2 10	AM 11 10		32	.....Woodvale.....	32.0	s5 39	11 10	.....
	s2 25	s11 55		30	.....*Robertsdale	30.0	s5 30	s11 00	.....
	f2 33	f12 05		28	.....Cooks	27.0	f5 21	f10 47	.....
	f2 38	†12 10		25	..... Rocky Ridge	25.0	f5 14	†10 40	.....
	f2 45	f12 15		24	..... Coles	24.0	f5 10	f10 35	.....
	f2 48	†12 23		23	.....Kimmel.....	23.0	f5 06	†10 30	.....
	f2 52	†12 28		22	.... Fairview	22.0	f5 02	†10 25	.....
	s3 06	s12 40		19	....*Saltillo.....	19.0	s4 49	s10 10	s4 45
	s3 12	s12 48		17	..... Three Springs	17.0	s4 42	s10 00	s4 35
	f3 22	†12 55		14	..... Pogue.....	14.0	f4 34	f9 49	f4 25
	3 35	s1 10			Arrive				
		s1 15	s7 00	11	Leave .... *Orbisonia..... Leave Arrive	11.0	4 25	9 38	4 15
		s1 29	s7 14	7	..... Shirleysburg	7.0	.....	s9 13	s3 50
		†1 33	†7 17	5	..... Pump Station	5.0	.....	s8 59	s3 35
		†1 35	†7 20	4	... .Aughwick.....	4.0	.....	†8 54	†3 30
		†1 42	†7 26		..... Adams	2.4	....	†8 51	†3 27
		†1 45	†7 30		.... Allenport.....	1.0	.....	†8 47	†3 22
		f1 47	s7 33	1	..... *Mount Union Yard	.4	.....	†8 43	†3 18
		2 00	7 40	0	Arrive ...***Mt. Union**... Leave	.0	.....	f8 40	s3 15
								8 25	3 00

s—Regular Stop. f—Stop on signal. †Trains will not stop. *Train order stations.

No. 7 will take siding at Orbisonia for No. 4 unless red light signal to use main track is shown.

All trains run daily except Sunday or as may be annulled by the Trainmaster.

Trains will not run on the Coles Valley and Narco branches except on special order.

Train No. 4 will not take on passengers for points south of Saltillo.

RESPONSIBILITY—The East Broad Top Railroad and Coal Company is not responsible for errors in time tables, nor for inconvenience or damage resulting from delayed trains or failure to make connections, or for shortage of equipment. The schedules and equipment shown in this time table are subject to change without notice.

RAILWAY EXPRESS AGENCY OPERATES OVER THIS LINE

Telephones—Orbisonia 211, Mount Union 126 and 127

C. D. JONES, Operating Vice President

Pennsylvania Railroad Trains Leave Mount Union

EAST—8.03 a. m. 3.08 p. m. 7.00 p. m.

WEST—8.57 a. m. 2.46 p. m. 6.51 p. m.

Connections are not guaranteed and schedules are shown only as a matter of information

The spirit of the narrow gauge! Engine #17, another of the EBT's well proportioned 2-8-2's, thunders up the hill with Trn # 2 just north of tunnel #1. Baldwin delivered her in 1918, c/n 48075

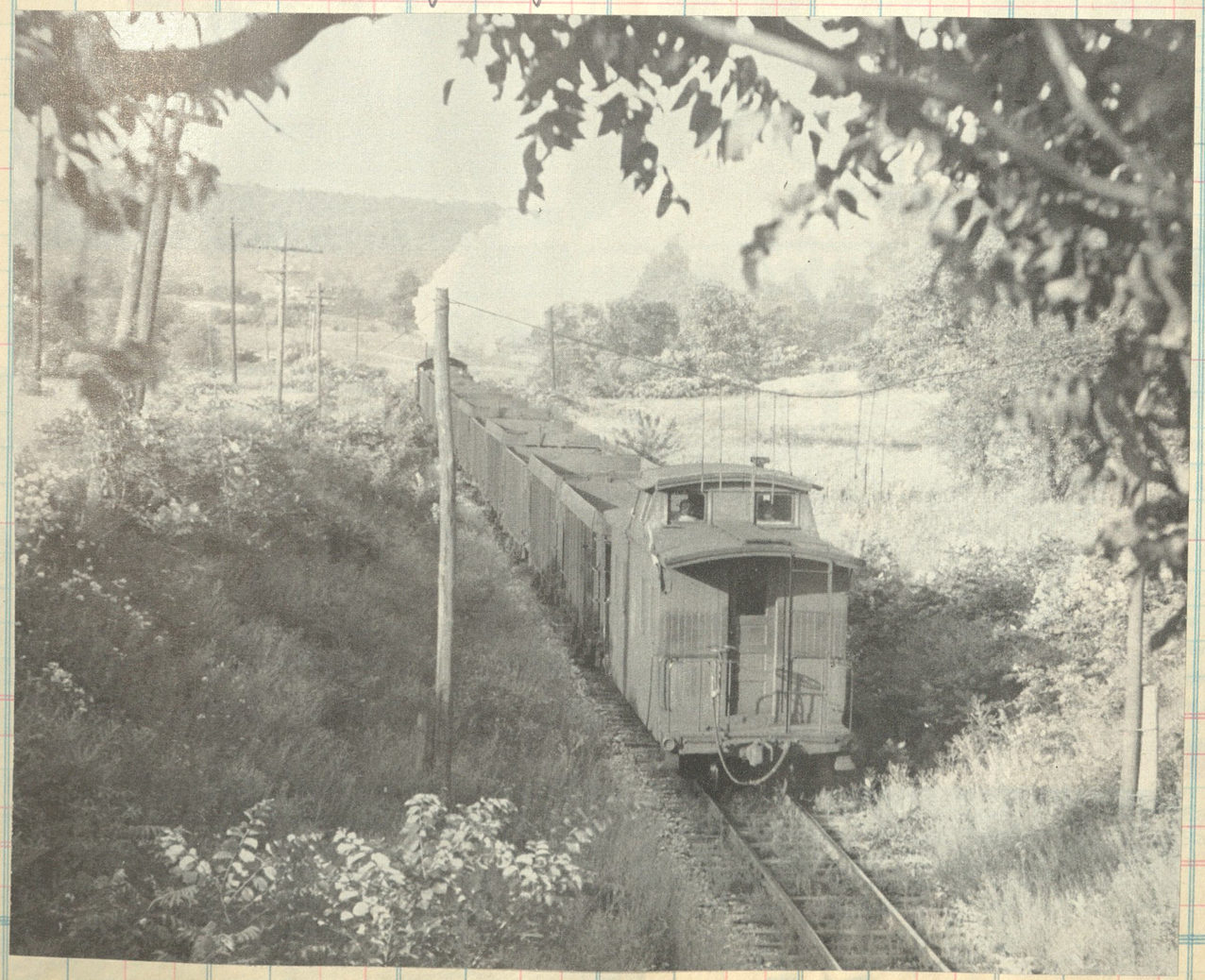
Baldwin 1920
c/n 53541

This photo of East Broad Top Mike No. 18 crossing the cast concrete bridge over Aughwick Creek in the early 1930s, shows the cars used for carrying both lumber and live stock. Evidence of open top stock cars.

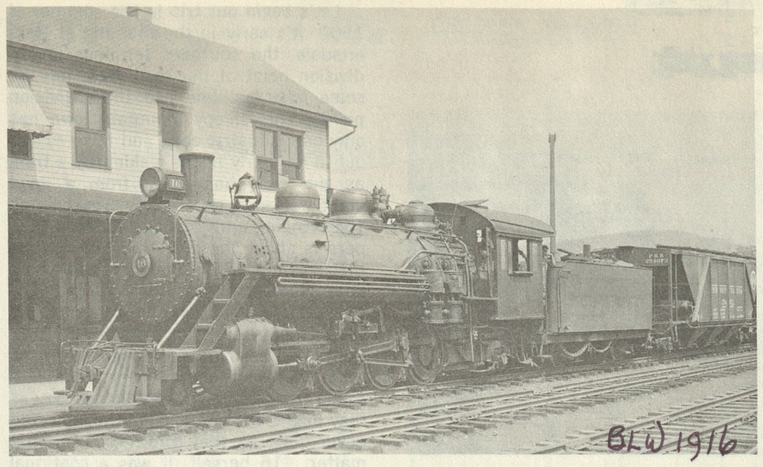
Eng 15 turns on the wye at Saltilo

Baldwin 1914
c/n 41196

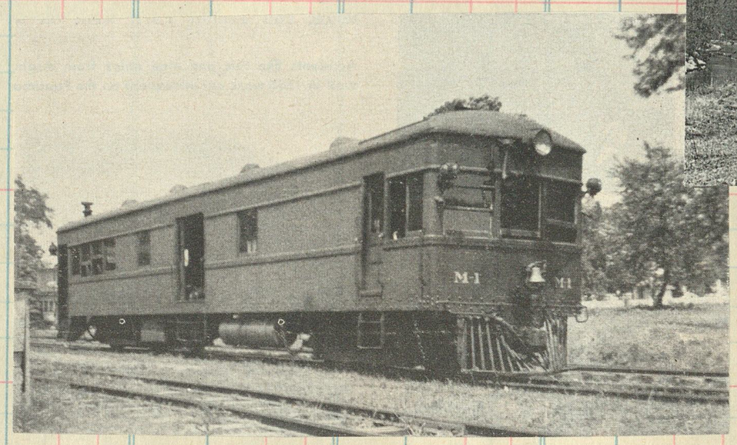
Revenue tonnage going in .....

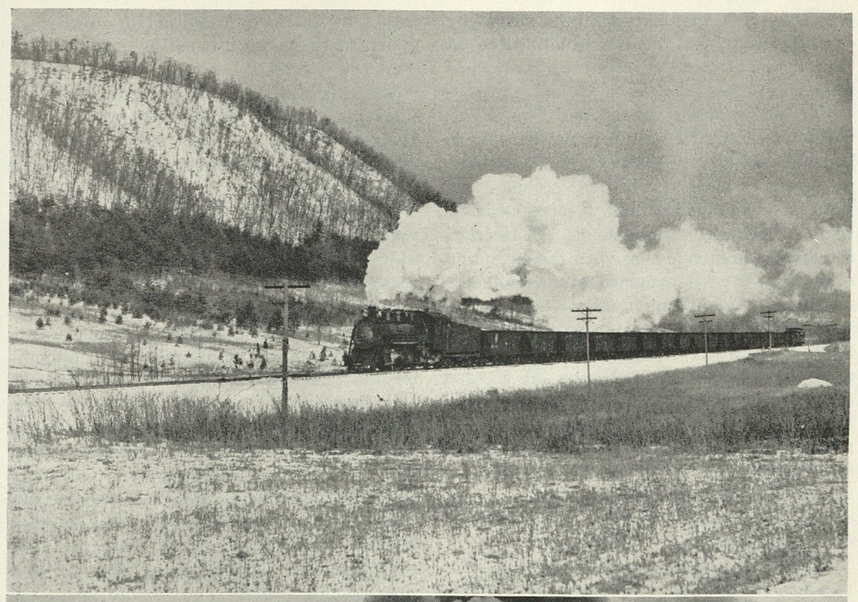


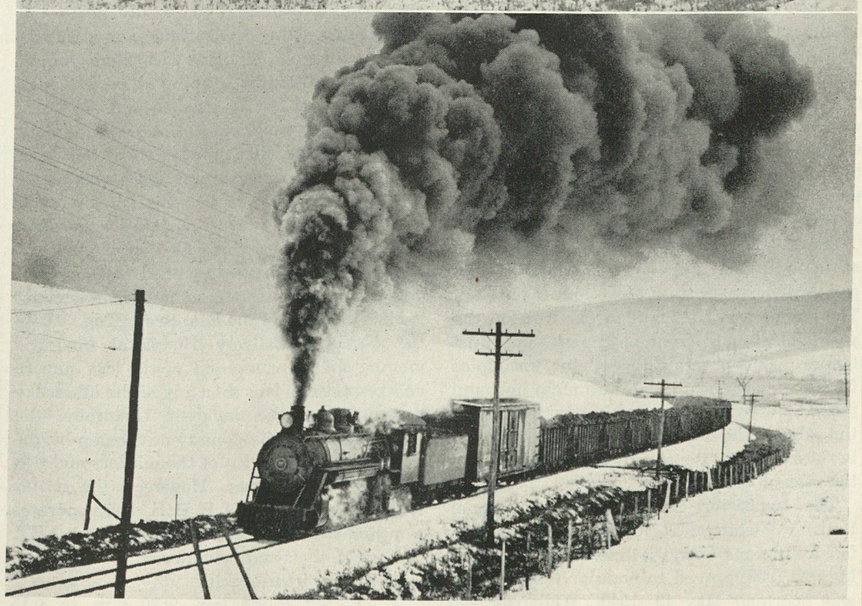
.....and the empties coming back



Mike No. 16 trailing Pennsylvania RR Covered Hoppers whose load destination is the then abuilding Pennsylvania Turnpike. The year was 1939.







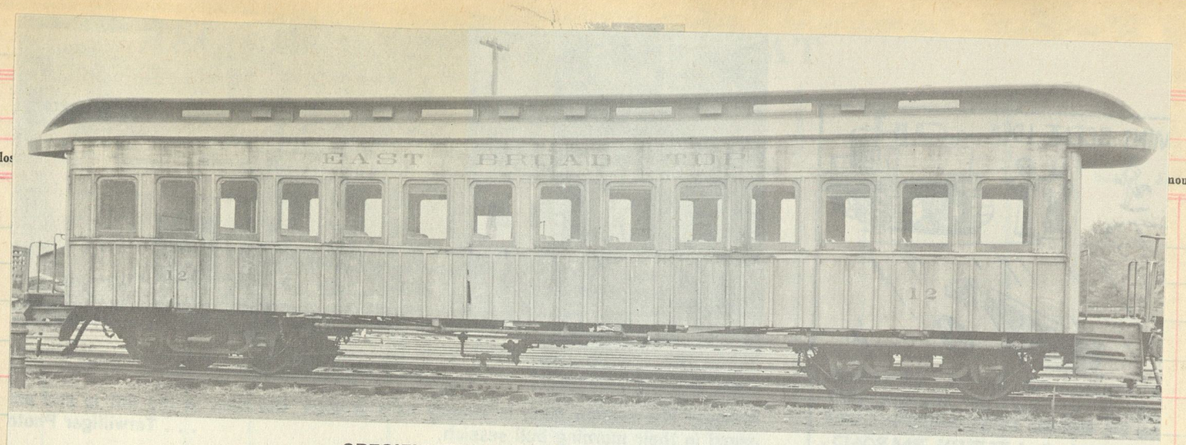
William Moedinger Jr.

This doesn't look like narrow gauge mountain railroading.

East Broad Top trains do most of their fastest running along the four miles between Shirleysburg and Orbisonia, top. The train in the bottom photo is really mixed. The box car is standard gauge New York Central and is curiously enough the only equipment which looks wrong size. Scene is near Mount Union.

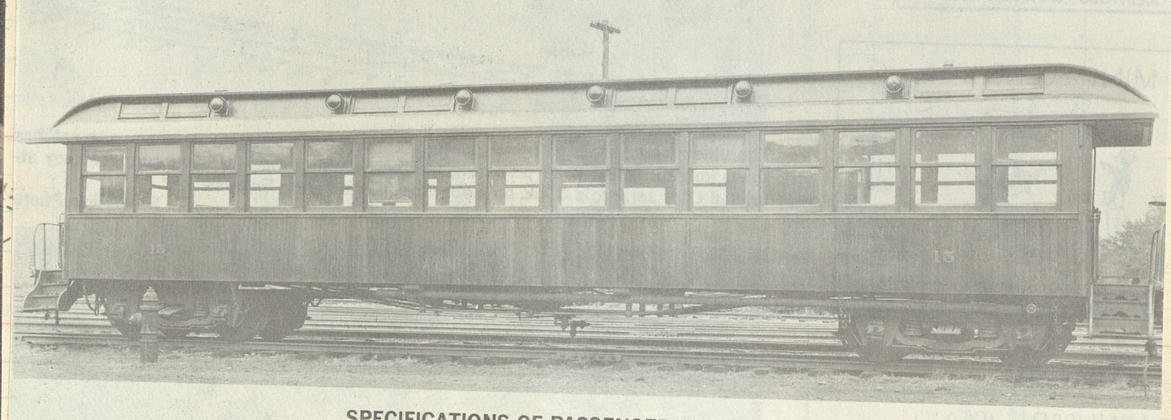
PHOTO SECTION

EAST BROAD TOP



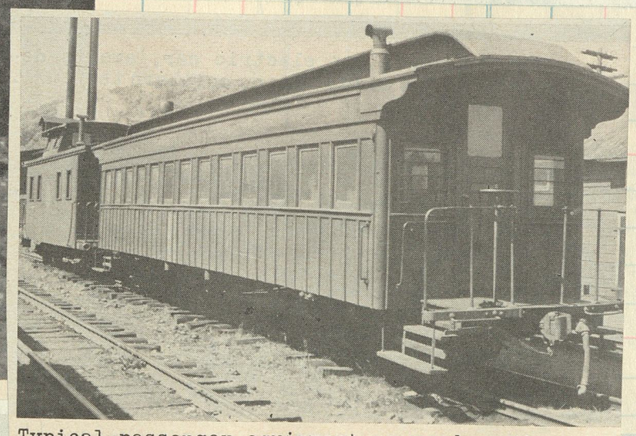
SPECIFICATIONS OF PASSENGER COACH NO. 15

Width	8'2"	**Trucks:**	
Height	11'6"	Wheels	28" double plate
Length of Body	44'0"	Journals	3¾" x 7"
Length over end sills	49'3"	Steel Frame	
Seating Capacity—50	Seats Rattan		

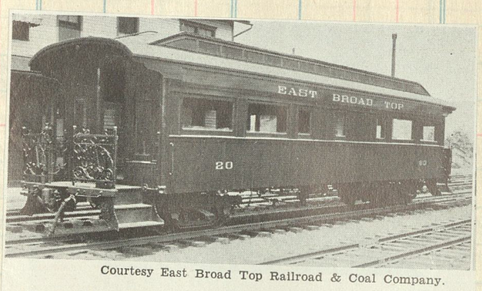


SPECIFICATIONS OF PASSENGER COACH NO. 12

Width	8' 4"	**Trucks:**	
Height	11' 6"	Wheels	28" double plate
Length of body	40' 0"	Journals	3¾" x 7"
Length over end sills	45' 8"	Wood frame	
Seating capacity—45	Seats rattan		

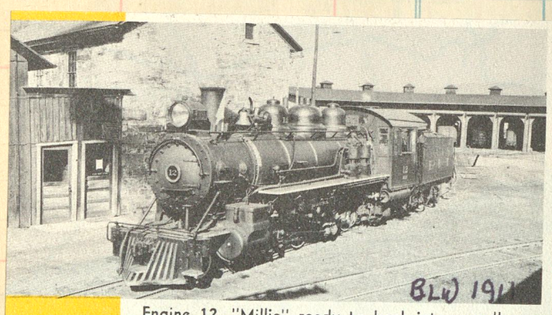


Typical passenger equipment as used on the "miner" or mixed trains of the 33 mile road.

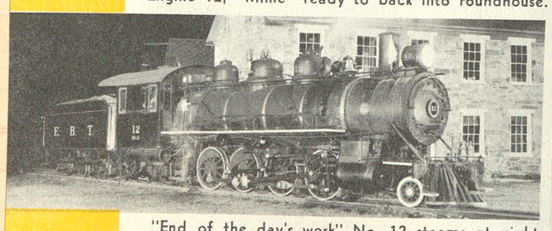


Courtesy East Broad Top Railroad & Coal Company.

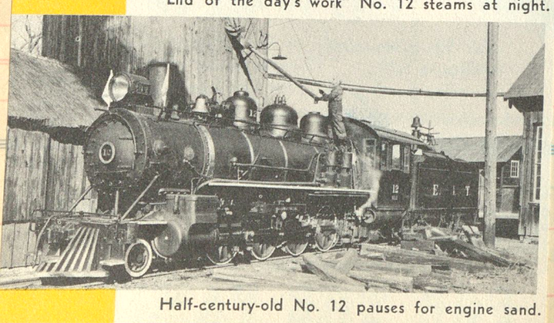
Some 40 years ago this was President Grover Cleveland's private car for fishing trips. It was sold to the EBT by a used equipment dealer, and it serves now as official car.



Engine 12, "Millie" ready to back into roundhouse.

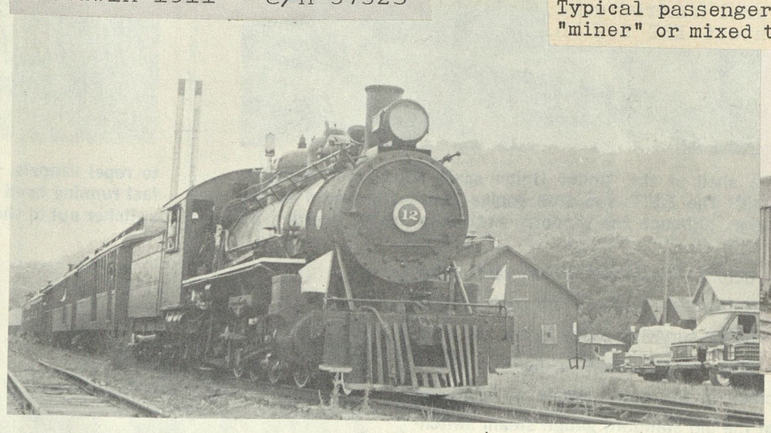


"End of the day's work" No. 12 steams at night.



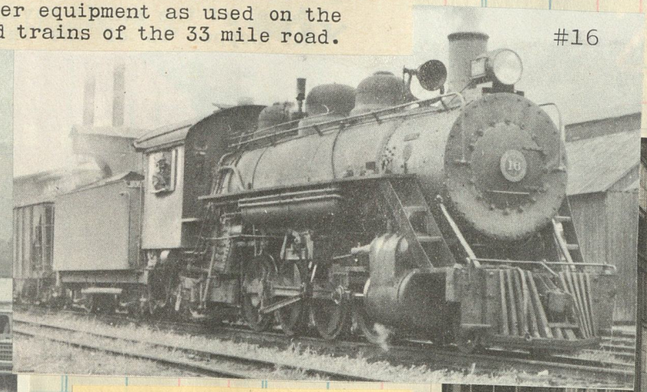
Half-century-old No. 12 pauses for engine sand.

Baldwin 1911 c/n 37325

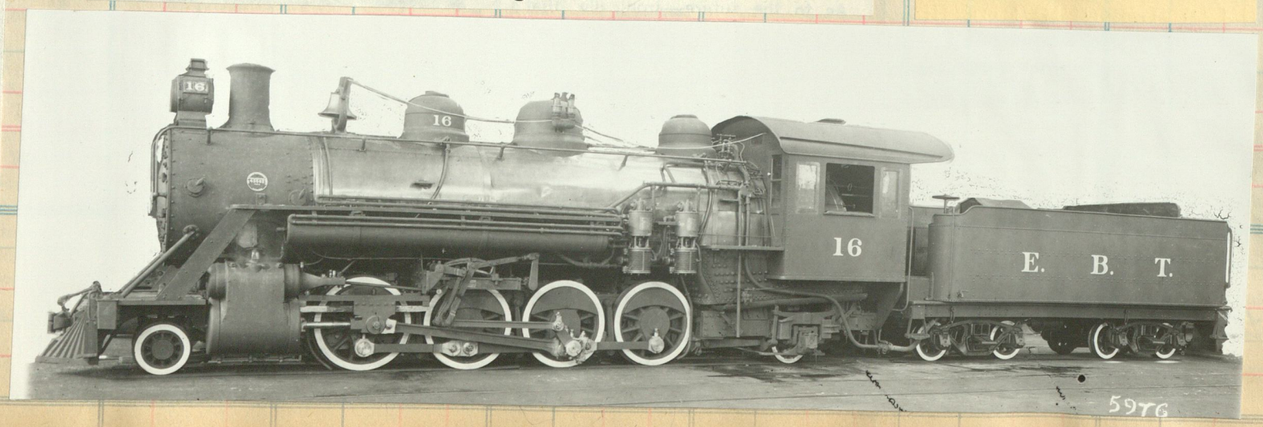


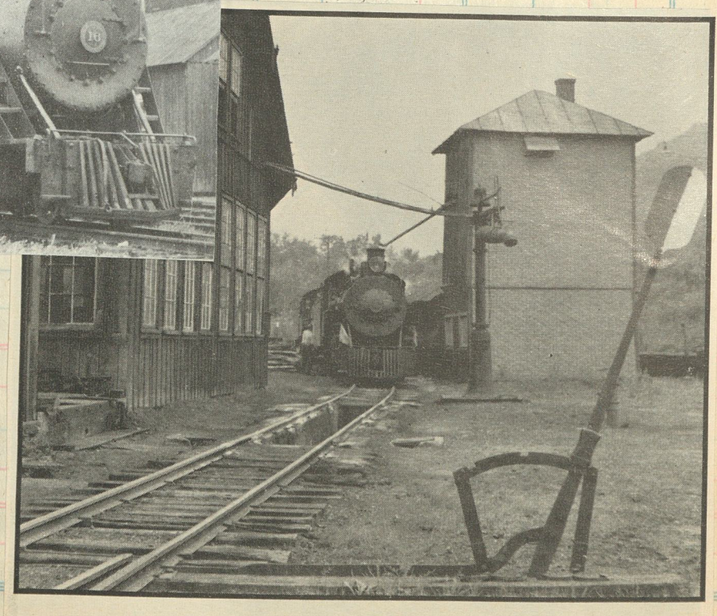
Lately Baldwin #12, here shown steaming past the Rockhill shops, has been handling most of the E.B.T.'s passenger hauling chores.

#16



#16 Baldwin 1916
c/n 43562

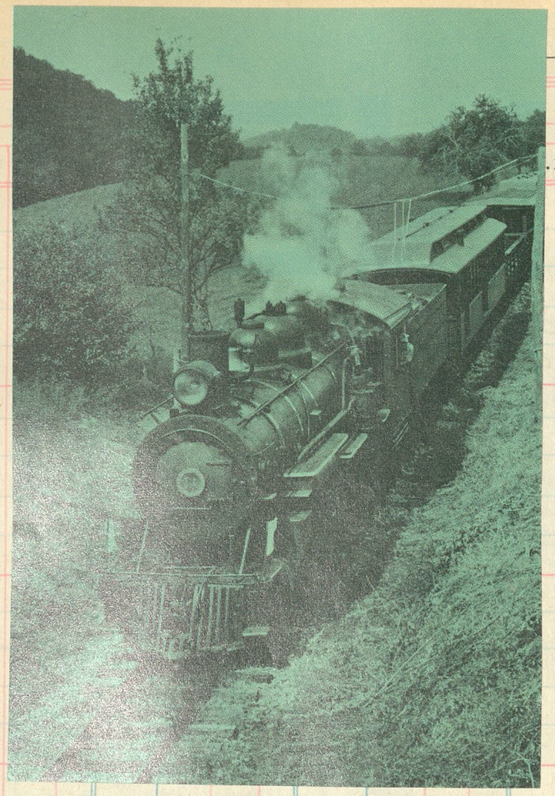


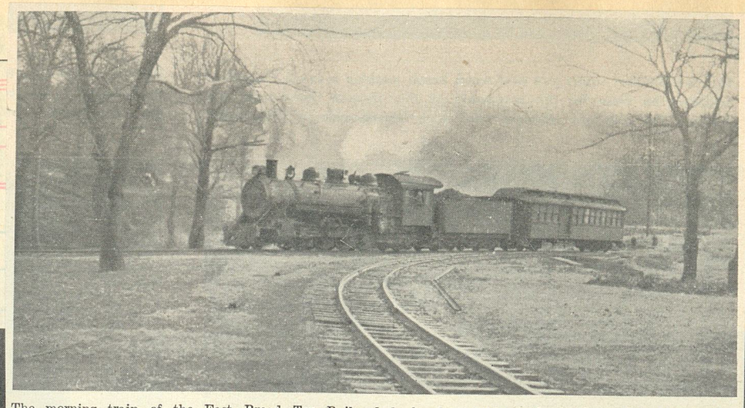


MIKES AT DUSK IN ORBISONIA, PA.

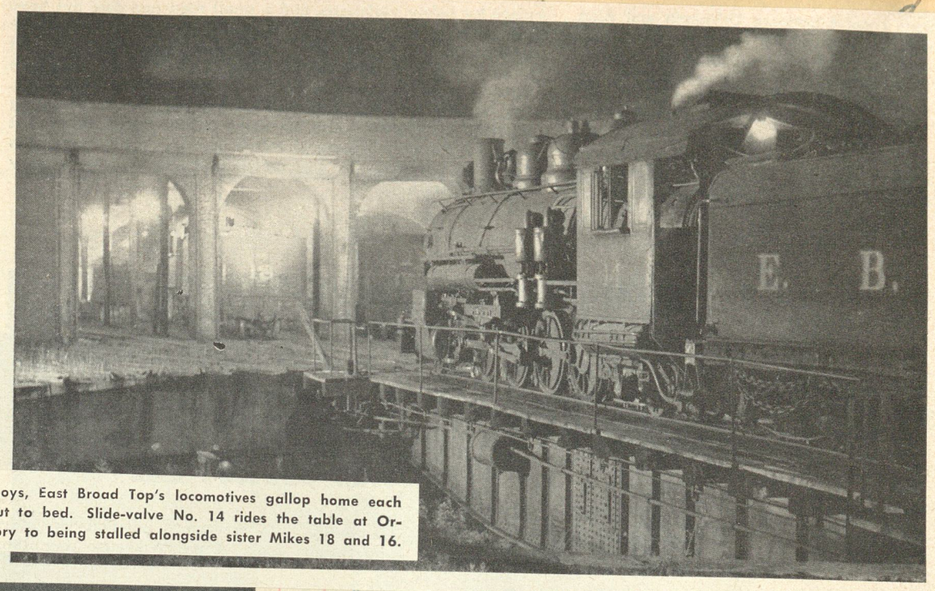
Clos. No. Sold

. No. Sold

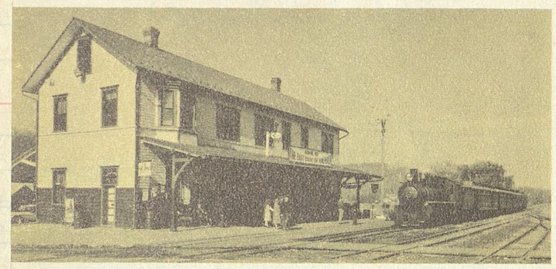




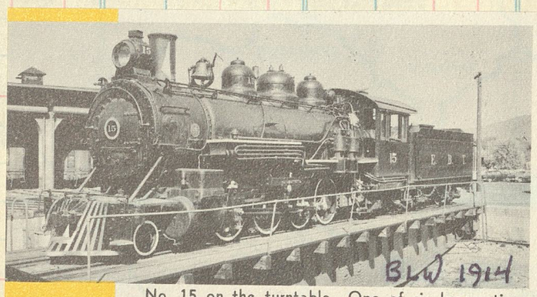
The morning train of the East Broad Top Railroad backs down the single track to Robertsdale wye.



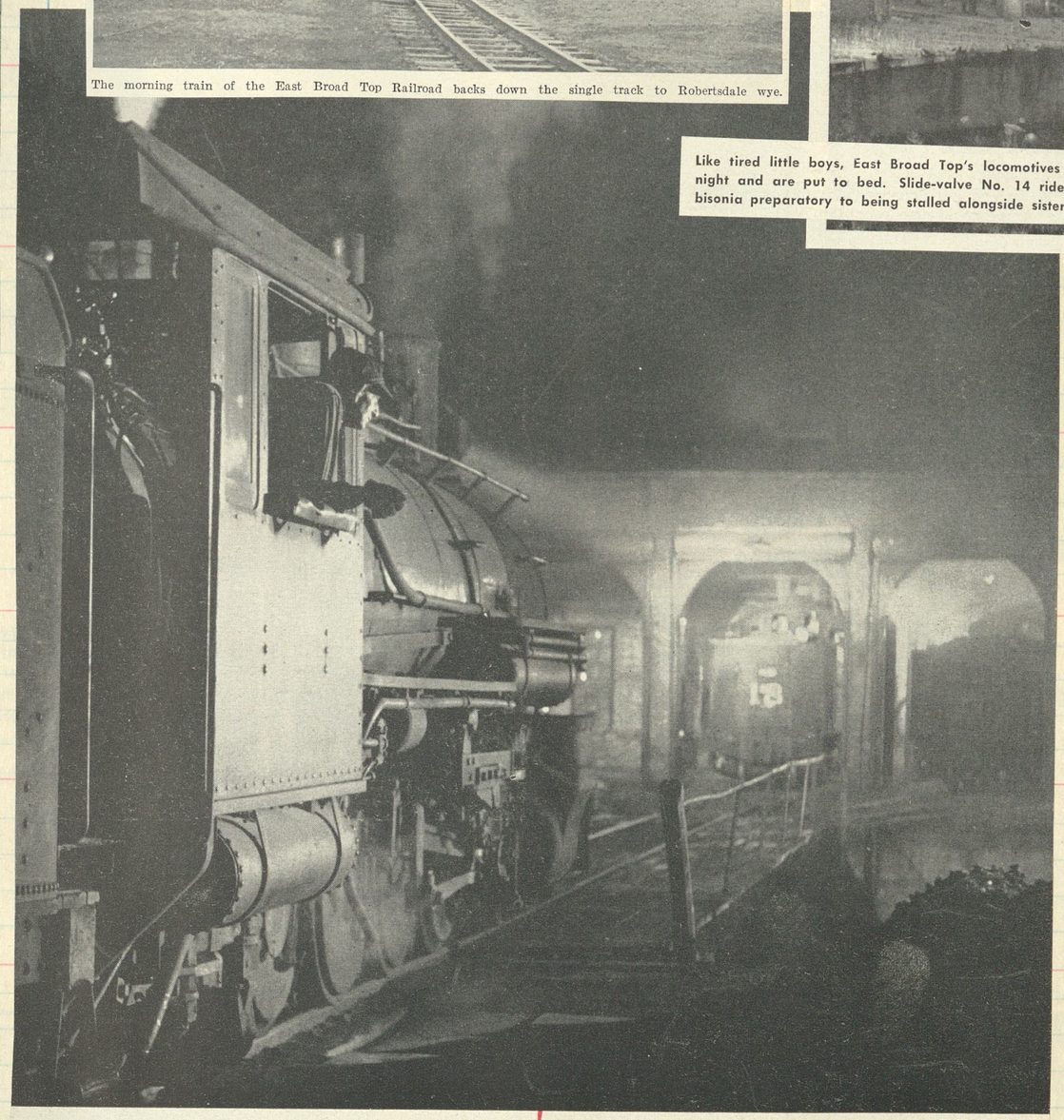
Like tired little boys, East Broad Top's locomotives gallop home each night and are put to bed. Slide-valve No. 14 rides the table at Orbisonia preparatory to being stalled alongside sister Mikes 18 and 16.



More than one-half century old typical wood frame station used for passenger, freight and express by the neighboring communities.



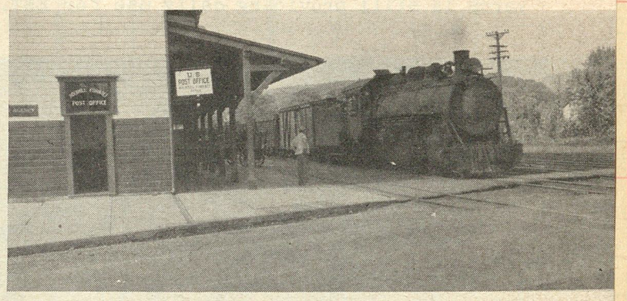
No. 15 on the turntable. One of six locomotives.



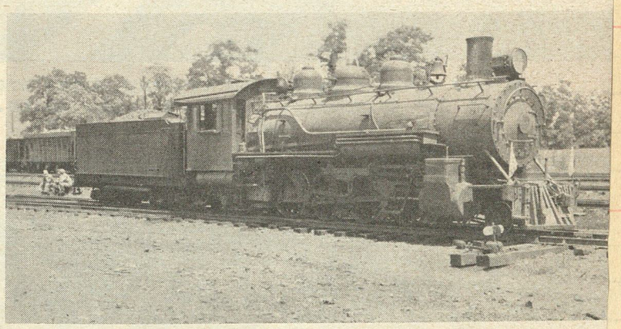
Philip R. Hastings

The last outpost of three-foot common-carrier operation east of the Mississippi is the coal-hauling 33-mile East Broad Top, whose roster includes six Mikados and a gas-electric doodlebug. At Orbisonia, Pa., No. 14 eases onto the armstrong table, preparatory to being put in the house.

Quaint shops at Orbisonia are fully equipped. Main line track is in the foreground.

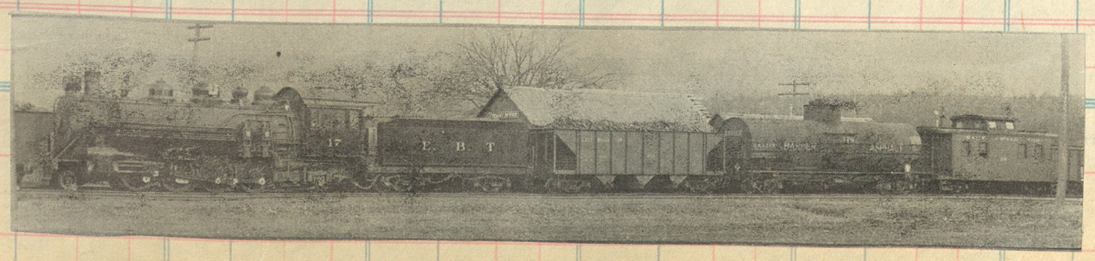


A freight from Mt. Union passes the station and road office at Rockhill Furnace.

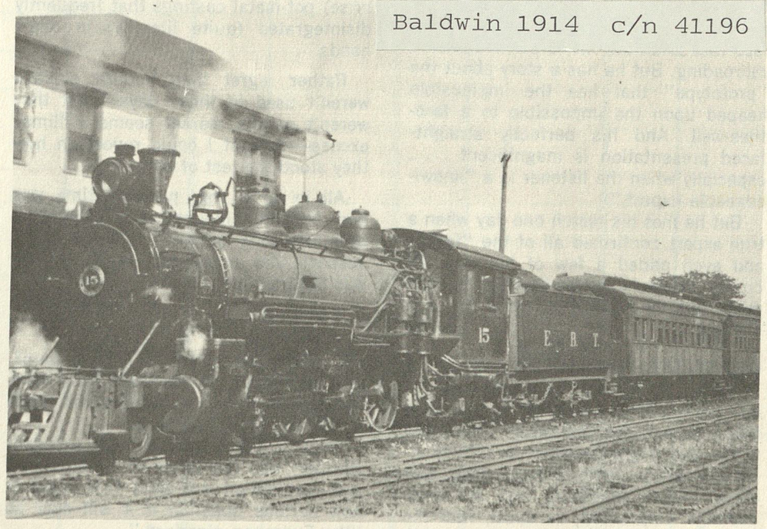


Mikado #14, bearing "Extra" flags, is typical of motive power. Crew is at left.

The garden at Orbisonia



Baldwin 1914 c/n 41196

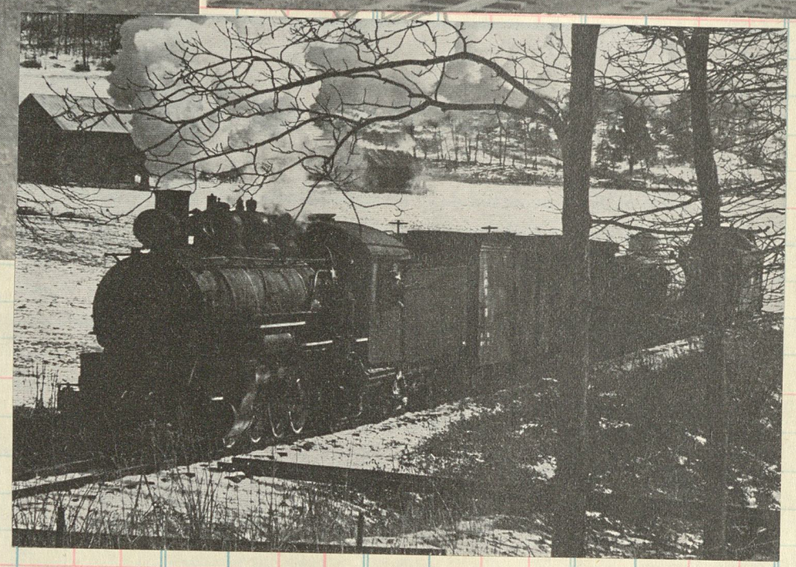


A clean E.B.T. No. 15, in passenger service, pauses at the division point at Rockhill

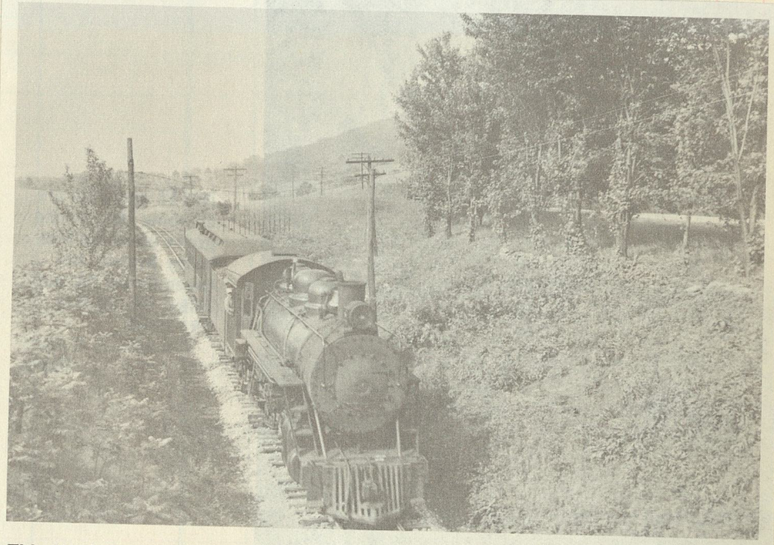
#16 pulls up to the plug at Robertsdale

General office building is at Rock Hill Furnace. First floor houses station for adjacent Orbisonia.

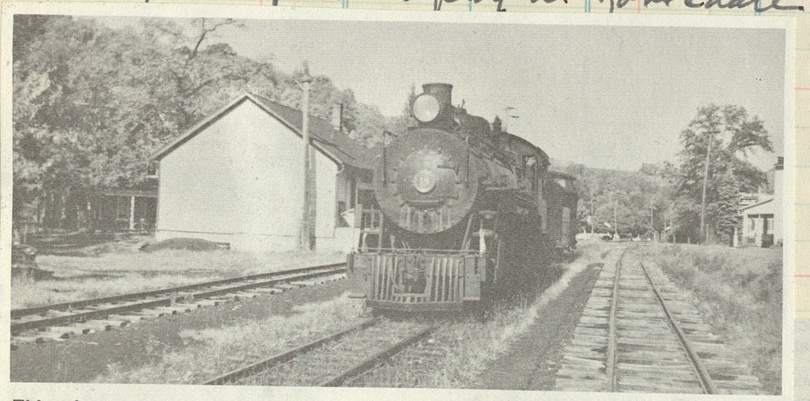
Clos. No.	Sold	Amount



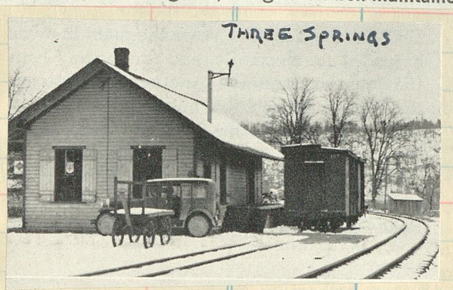
#14



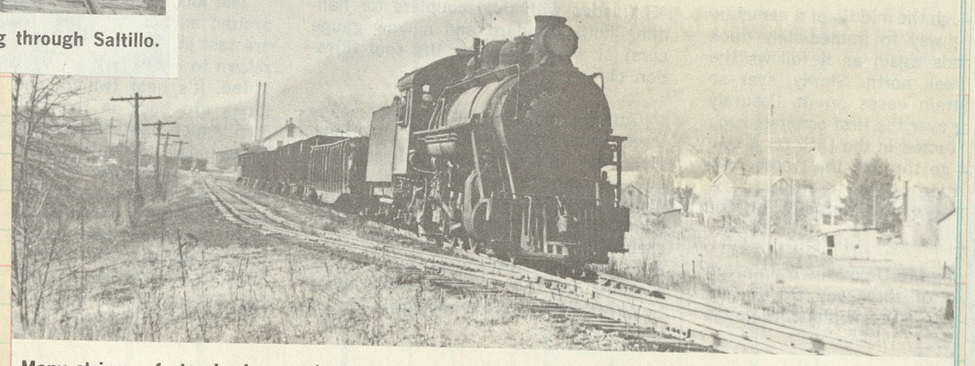
This Hugh Boutell photo, taken in July of 1940, of a passenger hop, shows the well maintained, yeah, immaculate, ballasted roadway of the East Broad Top.



This photo, taken in 1954, of No. 18 on a caboose hop passing through Saltillo. Aside from spring growth of grass, things look well maintained.

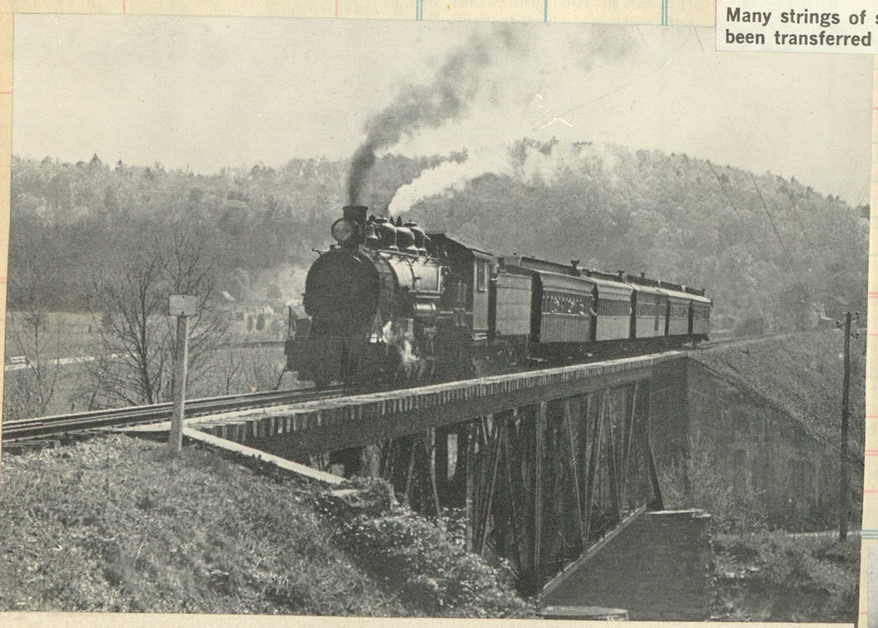


#17



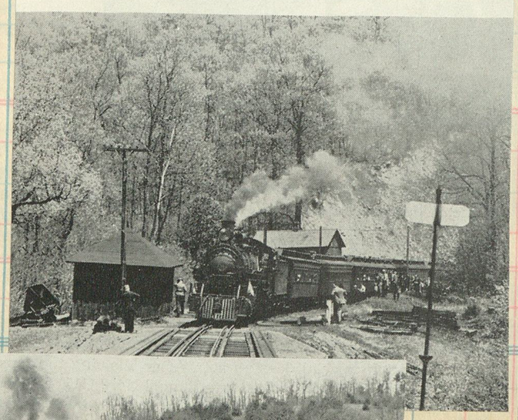
Many strings of standard gauged cars rode the 3-foot gauge East Broad Top after the car bodies had been transferred to narrow gauge trucks. Trucks were then stored, awaiting the return of the body.

#16 rolls into Robertsdale

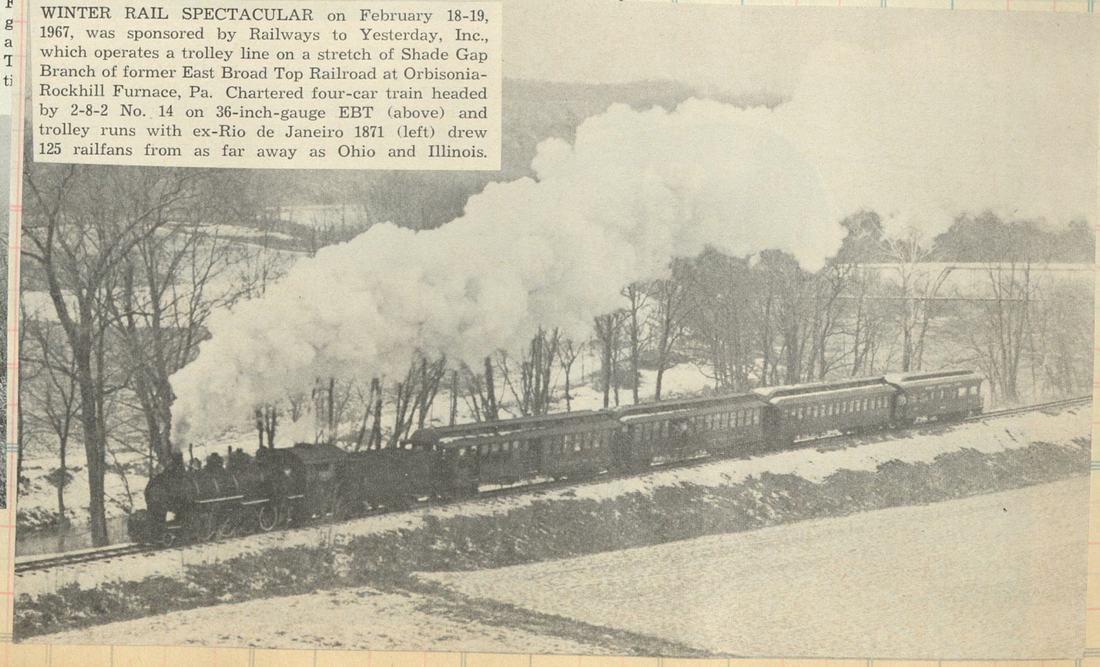


A five car fan trip crosses the Aughwick Creek at Pogue, Pa. on the largest bridge on the road.

Rocky Ridge is reached only by East Broad Top rails. Railfan excursion train is shown standing at the station (behind second coach). The Rocky Ridge Branch joins the main line just behind the camera and once formed a wye with the main. It follows the creek to the left.



WINTER RAIL SPECTACULAR on February 18-19, 1967, was sponsored by Railways to Yesterday, Inc., which operates a trolley line on a stretch of Shade Gap Branch of former East Broad Top Railroad at Orbisonia-Rockhill Furnace, Pa. Chartered four-car train headed by 2-8-2 No. 14 on 36-inch-gauge EBT (above) and trolley runs with ex-Rio de Janeiro 1871 (left) drew 125 railfans from as far away as Ohio and Illinois.

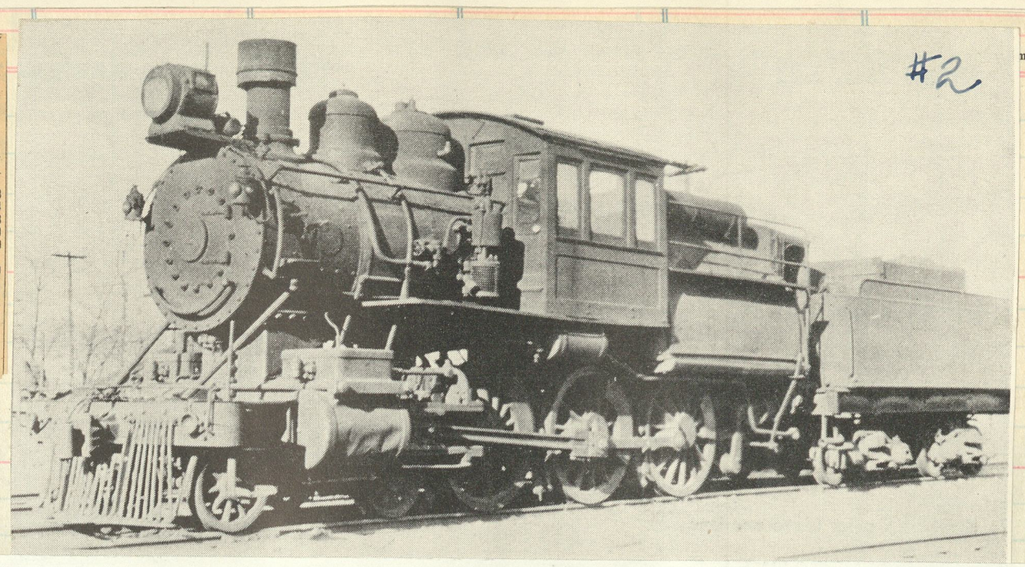


Middletown & Unionville

MIDDLETOWN & UNIONVILLE RAILROAD.
J. A. SMITH, President, Middletown, N.Y.
W. R. DURLAND, Vice-President and Gen. Manager, "
F. H. FINN, Secretary, "
F. B. WILLIAMS, Treasurer, "
I. P. DeWITT, Superintendent, "
L. F. ZIERES, Auditor, "
General Offices—Middletown, N.Y.

e18	e16	■4	■2	Mls	*September*, 1933.	■1	■3	5	e15	e17
P M	A M	P M	A M	....	LEAVE	ARRIVE	A M	P M	P M	A M	P M
§1 30	§7 30	*a*4 05	†7 00	0	....**Middletown**[1]...		8 25	5 26	6 36	11 30	4 18
2 00	8 00	4 21	7 13	5.5	.....Slate Hill.....		8 10	5 11	6 21	11 15	4 04
2 25	8 25	4 28	7 19	8.0	.....Johnson		8 03	5 05	6 15	10 47	3 58
2 40	8 40	4 36	7 26	10.8	.....Westtown.....		7 55	4 59	6 09	10 20	3 38
2 55	8 55	– –	– –	13.8	.....**Unionville**[2]....		– –	– –	– –	10 00	3 30
– –	– –	4 45	7 39	13.9	... **Main Street**....		†7 47	*b*4 50	*k*6 00	– –	– –
3 10	9 00	P M	A M	14.6	....**M. & U. Junc**[3]...		A M	P M	P M	§9 23	§5 20
P M	A M	.....	.....	....	ARRIVE	LEAVE	.....	.....	.....	A M	P M

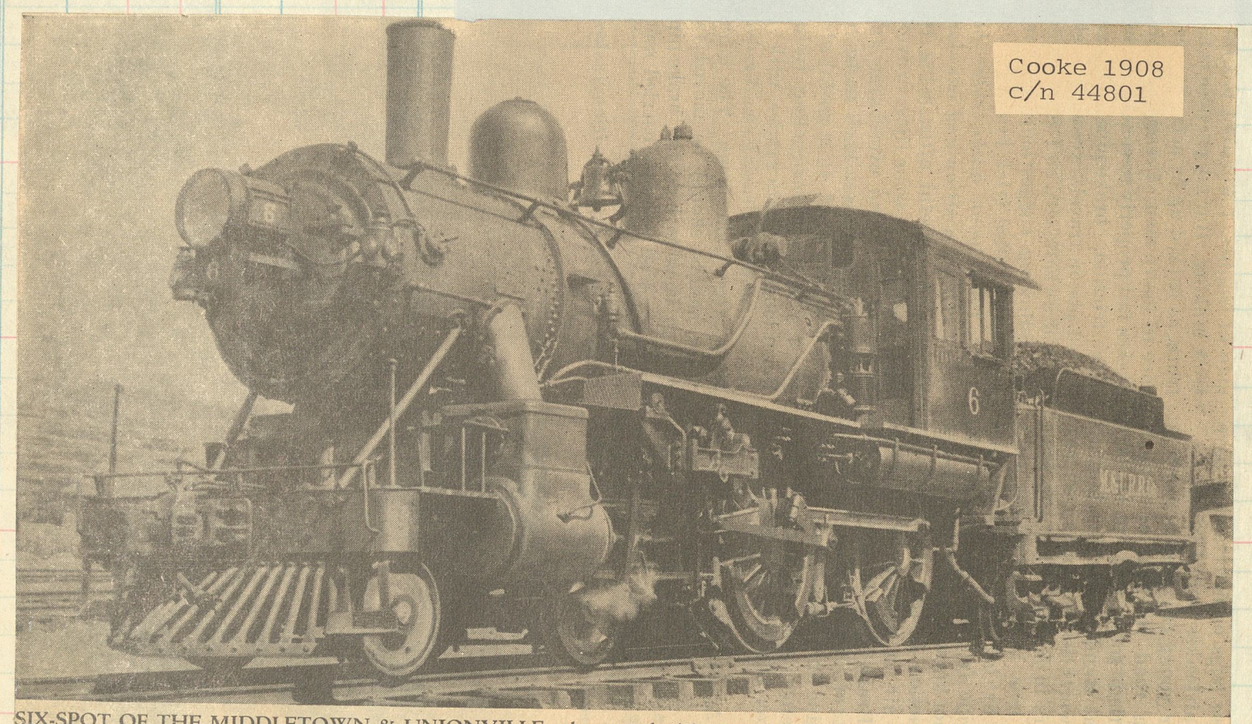
†Daily, except Sunday; §Sunday only; *a* daily, except Sunday and holidays; *b* daily, except Saturday, Sunday and holidays; *f* flag stop; *k* Saturday only. ■Motor trains. ●Mixed trains.
Eastern Standard time.
Connections.—[1]With Erie R.R. and New York, Ontario & Western Ry. [2] and [3]With New York, Susquehanna & Western R.R.



Built by Baldwin in 1907 as Lehigh & Hudson River 2nd #23, c/n 30268, sold to the Middletown & Unionville as their #2 in November 1922.

The Middletown & Unionville.

A one-locomotive, 14.6-mile road is the M&U, which runs south from Middletown, N. Y., on the main lines of the Erie and the New York, Ontario & Western, to Hanford, N. J., where it connects with the New York, Susquehanna & Western for Jersey City and northern New Jersey points. A traffic interchange agreement with the NYO&W and the Susquehanna keeps the road busy as a connecting link. It was built in 1874 as the Middletown, Unionville & Water Gap and leased to the Susquehanna until 1913, when it began its independent existence.



SIX-SPOT OF THE MIDDLETOWN & UNIONVILLE, photographed in 1935 by Frederick W. Weingetz, Jr. This old girl was formerly No. 24 of the New York, Ontario & Western; built by the American Locomotive Co. in ~~1903~~, with 16x26-inch cylinders and 68-inch driving wheels and weighing (without tender) 22,700 tons. The M&U is a 15-mile freight road between Middletown, N. Y., and M&U Junction at Hanford, N. J., serving as a feeder line for the Erie, the NYO&W and the New York, Susquehanna & Western

Consolidation #7 was built by Rhode Island in 1902 as Detroit Southern #76 [c/n 26868], renoed D.T.& I. #76, sold to Bellefonte Central #16, last to M.& U. as #7.

86

SELLER
DATE
FORM

DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount

L S., Kootenai, Ida.—The Spokane International Ry. was incorporated in 1905 and acquired in 1917 by the CPR. Its main line extends from Spokane, Wash., to Eastport, Ida., 142 miles; and it has 164 miles of line, 11 locomotives, 256 freight, 6 passenger and 25 miscellaneous cars. For the last three years it has operated under a deficit.

Total Mileage, 164.

No. 2	Mls.	*December 11, 1932.* (Pacific time.)	Mls.	No. 1
*11 45 P M	0	lve. Spokane arr.	140.8	11 50 A M
12 11 A M	6.8	Millwood	134.0	11 22 "
12 21 "	13.1	Austin	127.7	11 12 "
12 24 "	15.0	Otis	125.8	11 08 "
12 29 "	18.0	East Farms	122.8	11 04 "
12 37 "	22.1	Grand Junction	118.7	10 56 "
12 44 "	25.5	Cœur d'Alene Junc.	115.3	10 49 "
12 50 "	29.1	Caseys Spur	111.7	10 43 "
12 58 "	33.7	Garwood	107.1	10 36 "
1 02 "	36.5	Chilco	104.3	10 31 "
1 10 "	38.9	Corbin Junction	101.9	10 27 "
1 17 "	42.7	Athol	98.1	10 18 "
1 30 "	50.1	Clagstone	90.5	10 05 "
1 38 "	54.2	Edgemere	88.6	9 59 "
1 47 "	57.7	Vay	83.1	9 52 "
1 51 "	59.8	Sawyer	81.0	9 48 "
2 00 "	64.5	Morton	76.3	9 40 "
2 09 "	68.8	Gravel Pit	72.0	9 32 "
2 15 "	71.5	Dover	69.1	9 26 "
2 25 "	74.7	Sand Point	66.1	9 20 "
2 38 "	81.2	Selle	59.6	9 02 "
2 48 "	86.8	Samuels	54.0	8 52 "
2 55 "	89.9	Elmira	50.9	8 47 "
3 01 "	93.2	McArthur	47.6	8 41 "
3 06 "	95.5	Shiloh	45.3	8 37 "
3 11 "	97.7	Naples	43.1	8 32 "
3 40 "	109.6	Bonners Ferry	31.2	8 11 "
4 06 "	119.9	Moyie Springs	21.6	7 48 "
4 15 "	123.1	Eileen	17.7	7 40 "
4 24 "	126.3	Meadow Creek	14.5	7 32 "
4 35 "	131.7	Snyders	9.1	7 20 "
4 45 "	137.7	Addie	3.7	7 08 "
4 55 A M	140.8	arr. Eastport / Kingsgate lve.	0	*7 00 A M
		(Via Canadian Pac. Ry.)		
6 20 A M		Yahk *(Pacific time.)*		6 30 A M
7 55 A M		Cranbrook		4 25 A M
10 38 A M		Fernie		2 05 A M
4 40 P M		Macleod *(Mount. time.)*		10 40 P M
10 30 P M		Calgary		*6 40 P M
*7 30 A M		arr. Edmonton lve.		†8 00 A M
5 50 P M		Lethbridge		*9 30 P M
7 14 P M		Taber		7 58 P M
9 50 P M		arr. Medicine Hat lve.		5 30 P M
3 00 A M		Swift Current		10 25 P M
5 40 A M		arr. Moose Jaw lve.		*7 30 P M
8 00 A M		lve. Moose Jaw arr.		7 00 P M
		(Via M.St.P.&S.S.M.Ry.)		
2 50 P M		Portal *(Central time.)*		2 15 P M
4 55 P M		Minot		11 46 A M
6 45 P M		Harvey		10 05 A M
12 29 A M		Hankinson		4 41 A M
6 55 A M		Minneapolis		10 40 P M
7 35 A M		arr. St. Paul lve.		8 50 P M

SPOKANE INTERNATIONAL RY. CO.

E. S. McPHERSON, Trustee.

E. S. McPherson, Trustee.....Spokane, Wash.
D. C. Coleman, President.....Montreal, Que.
J. C. Williams, Sec., Treas. & Aud. Spokane, Wash.

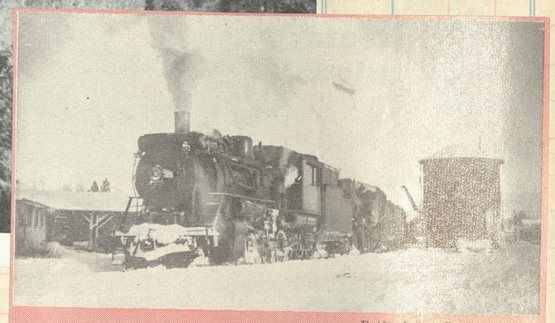
GENERAL OFFICERS.

J. Bernheim, Purchasing Agent...Spokane, Wash.
F. I. Nesbit, Master Mechanic.. "
C. L. Leighty, Car Accountant & Chief Dispatcher..... "
J. E. Hanifen, Superintendent.... "

GENERAL OFFICES, SPOKANE, WASH.

Miles of road operated, 151.98. Gauge, 4 ft. 8½ in. Locomotives (coal burning), 10.

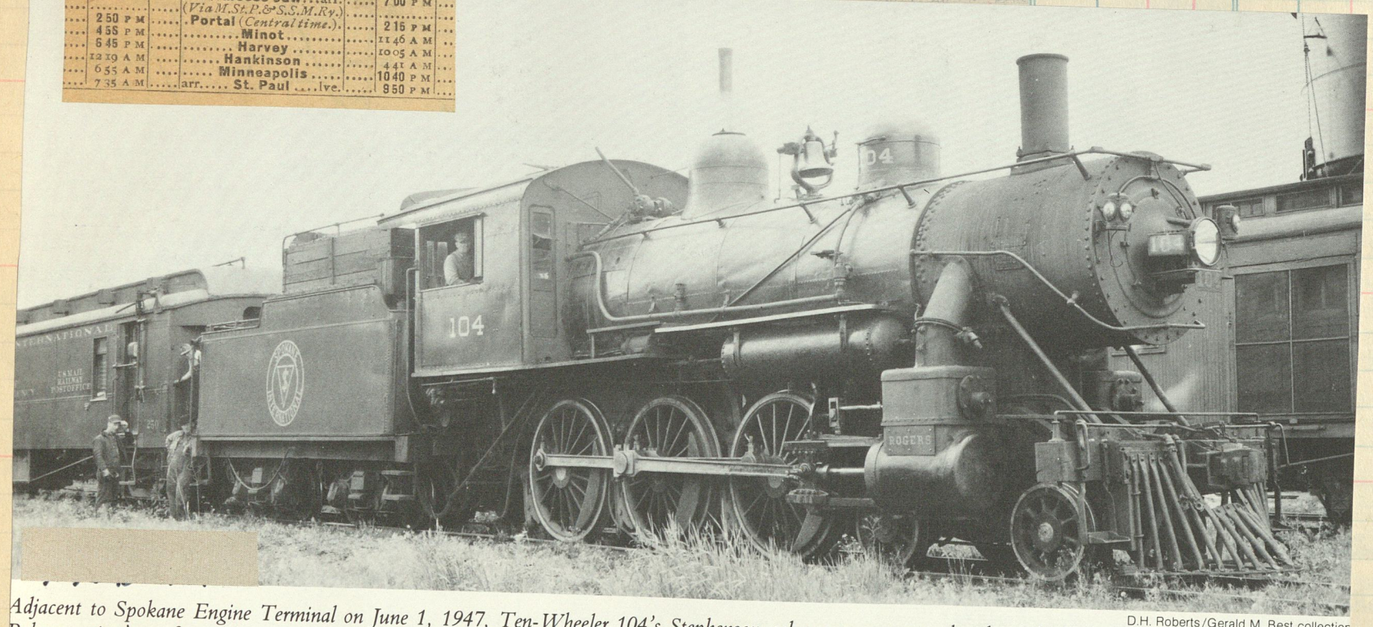
Train 1, Engine 101, Bonner's Ferry, August 20, 1949.



Both photos, L. E. Shawver.

WHITE SMOKE tells of 25-below-zero weather as a Consolidation and a Ten-Wheeler move west out of Sandpoint in February 1939 with the 30 cars of freight No. 15.

Blt as #4 by Rogers 1907 c/n 43017
Reblt in 1920 and noed 104



Adjacent to Spokane Engine Terminal on June 1, 1947, Ten-Wheeler 104's Stephenson valve gear contrasts sharply with the Baker motion's profuse rods, yokes and brackets astride the drive wheels of 4-6-0 101 (below) at Yahk in May, 1946.

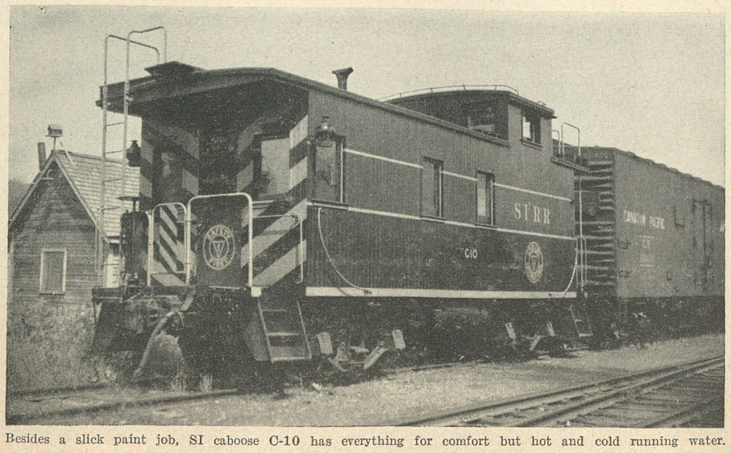
D.H. Roberts/Gerald M. Best collection

[redacted]: Spokane International train 1, the remnant of the Soo-Spokane Express, cants into a curve on ex-GN right of way nearing the 11-span Pend Oreille River bridge at Dover, Ida., in 1948 behind Rogers 2-8-0 21.

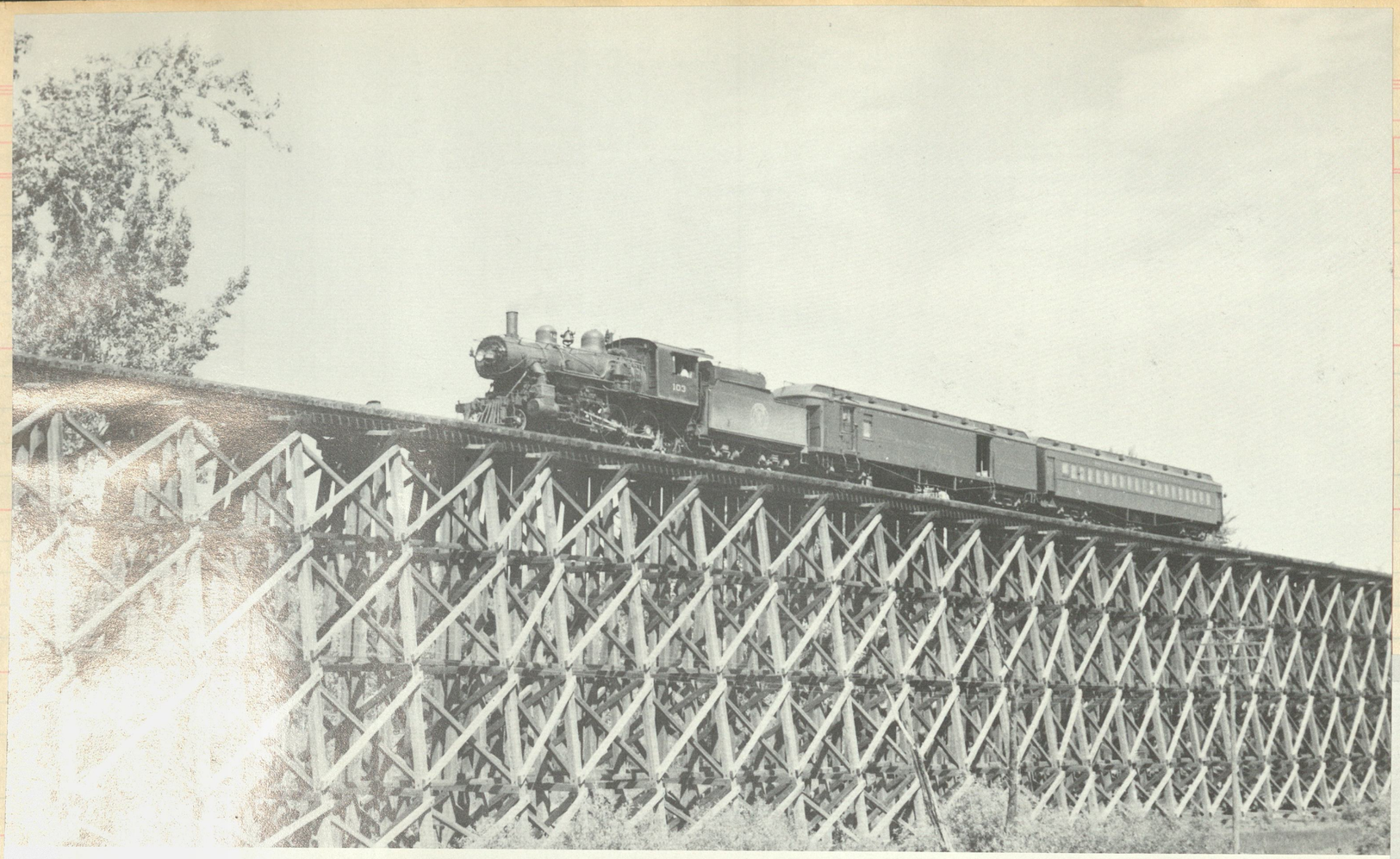
#21 Rogers 1906 c/n 40740

W.C. Whittaker

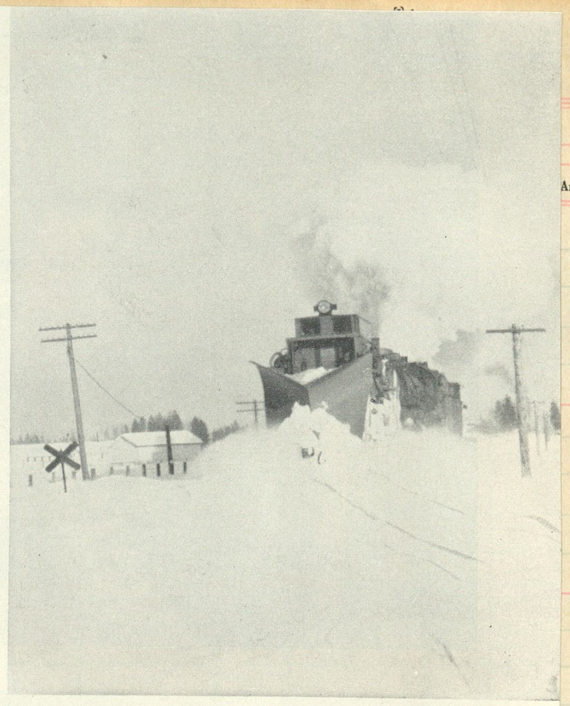
#101, org #1, blt by Rogers 1907
c/n 42948. Reblt 1920



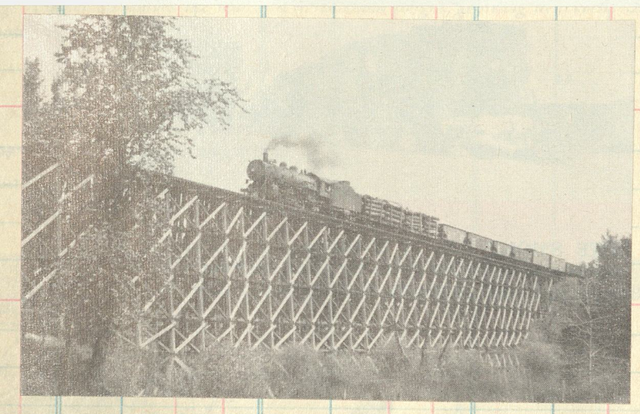
Besides a slick paint job, SI caboose C-10 has everything for comfort but hot and cold running water.



Spokane International Train 1, Engine 103, Sand Point, Ida., August 20, 1949



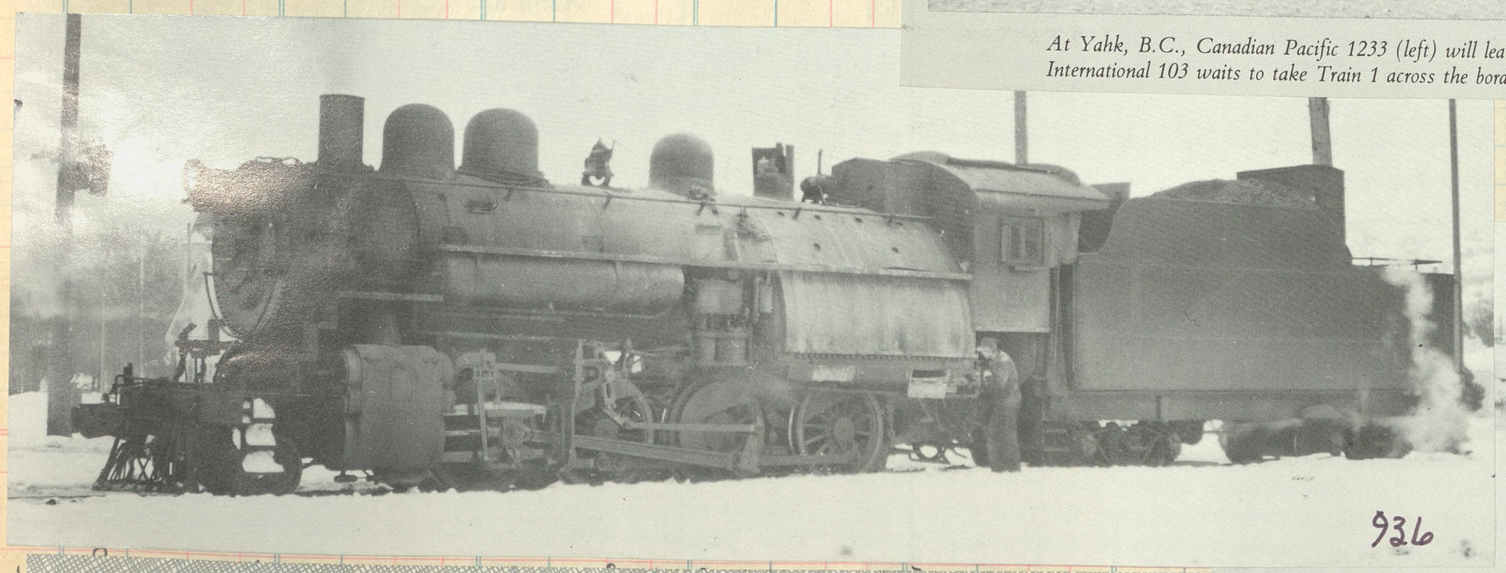
↑Deep Idaho winter on the Spokane International finds the SI's plows out on the line. Here the wedge has cleared the main up to Sand Point and is hurrying back to Spokane Shops.



Nelson 1906

At Yahk, B.C., Canadian Pacific 1233 (left) will leave shortly for Nelson with Train 11 while Spokane International 103 waits to take Train 1 across the border and down to Spokane on July 28, 1947.

#103 org #3
Rogers 1907
Rebl t 1920
c/n 43016



936

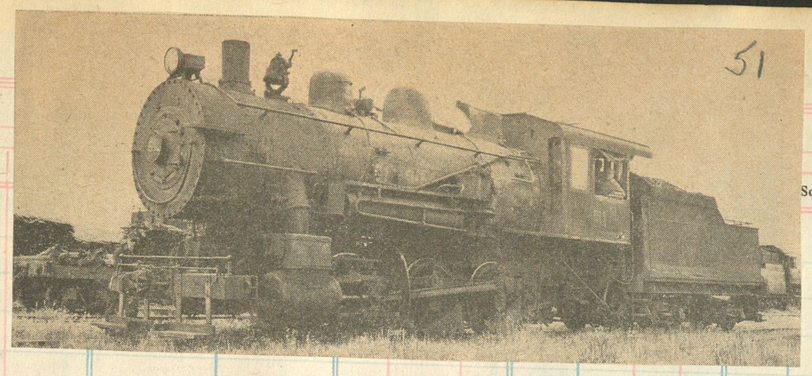
One of the oddest transfers was four Delaware & Hudson Consolidations, nos 907, 908, 916 & 936. Orginally double cab engines, rebl t at Colonie Shops c 1925, purchased by S. I. in 1943. The 936 was bl t by Schenectady in 1906 as #896.

Midday of August 18, 1941 finds Ten-Wheeler 101 rolling along Union Pacific trackage as it leads Train 1 toward the Spokane Union Station.

W.C. Whittaker

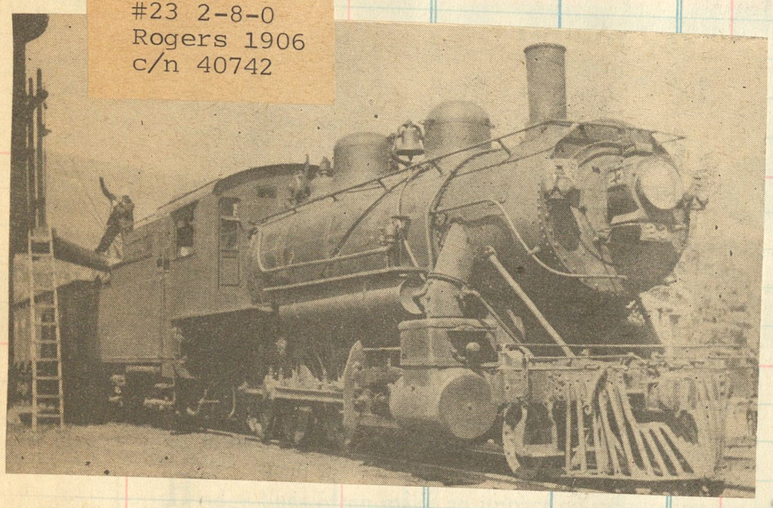
88

0-6-0 #51
Cooke 1910
C/n 48005

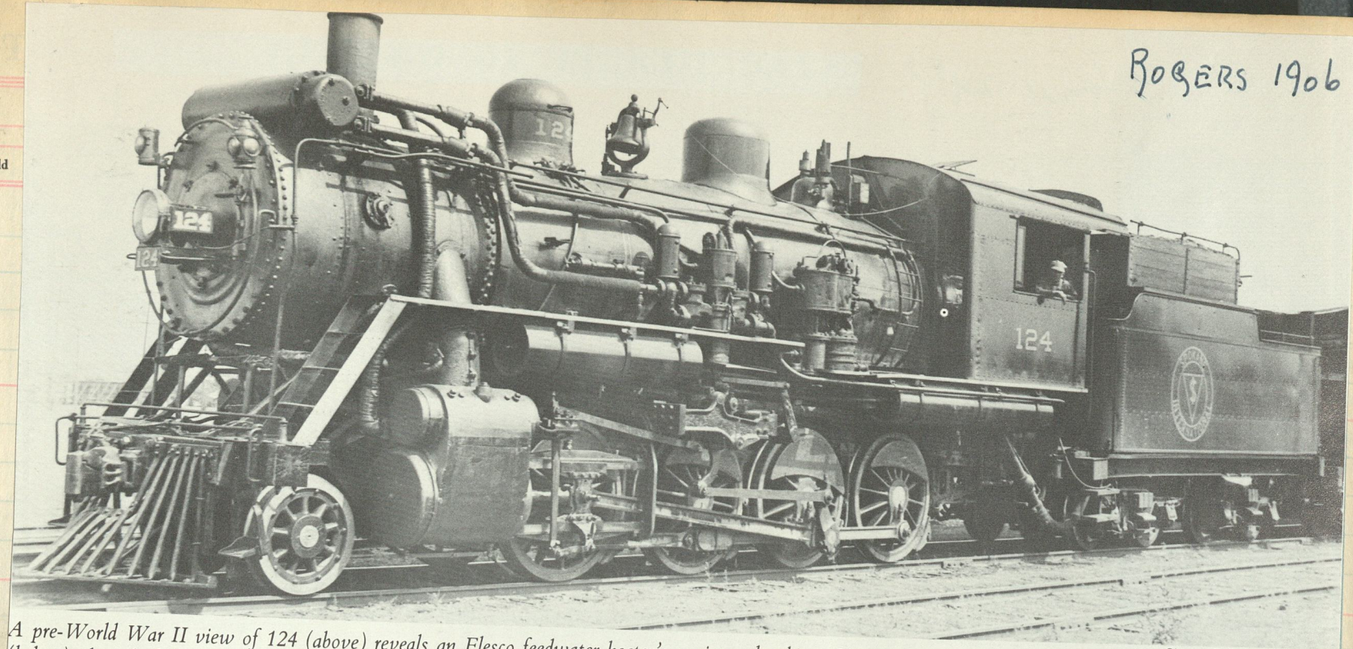


Sold

#23 2-8-0
Rogers 1906
c/n 40742



Rogers 1906



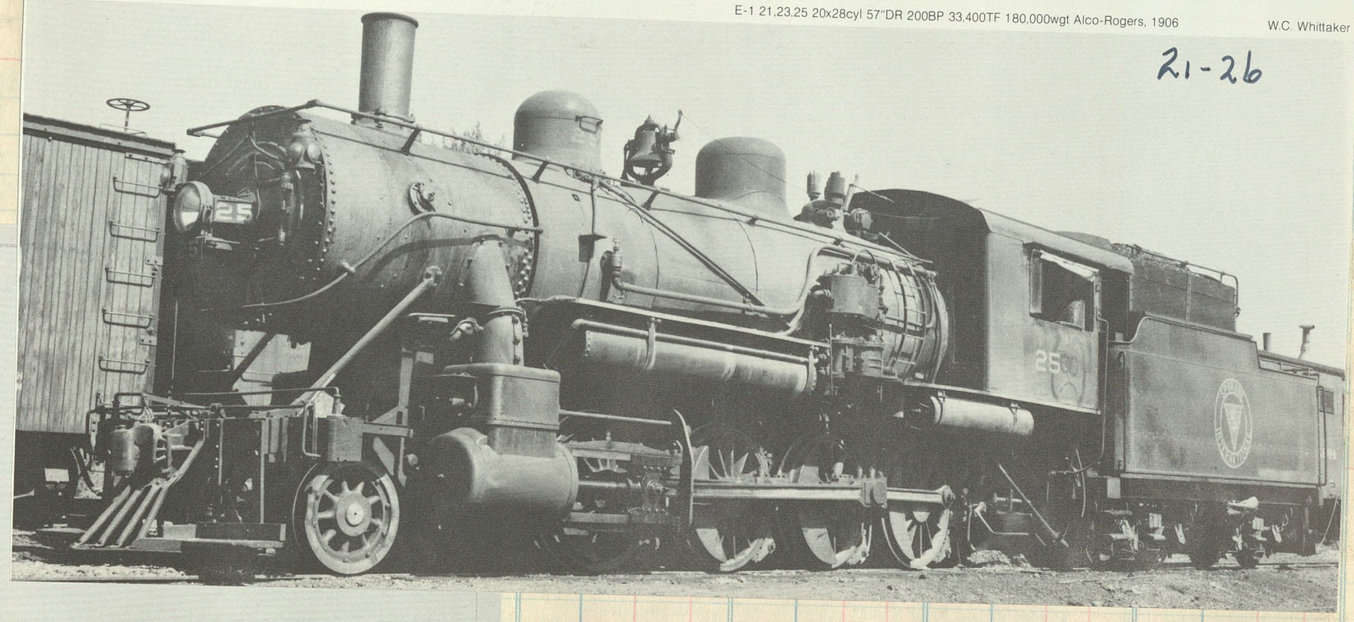
A pre-World War II view of 124 (above) reveals an Elesco feedwater heater's copious plumbing. Sister 25 (below), devoid of this device as well as 124's Baker valve gear, presents a simpler appearance in helper service at Bonner's Ferry, Ida., August 20, 1949.

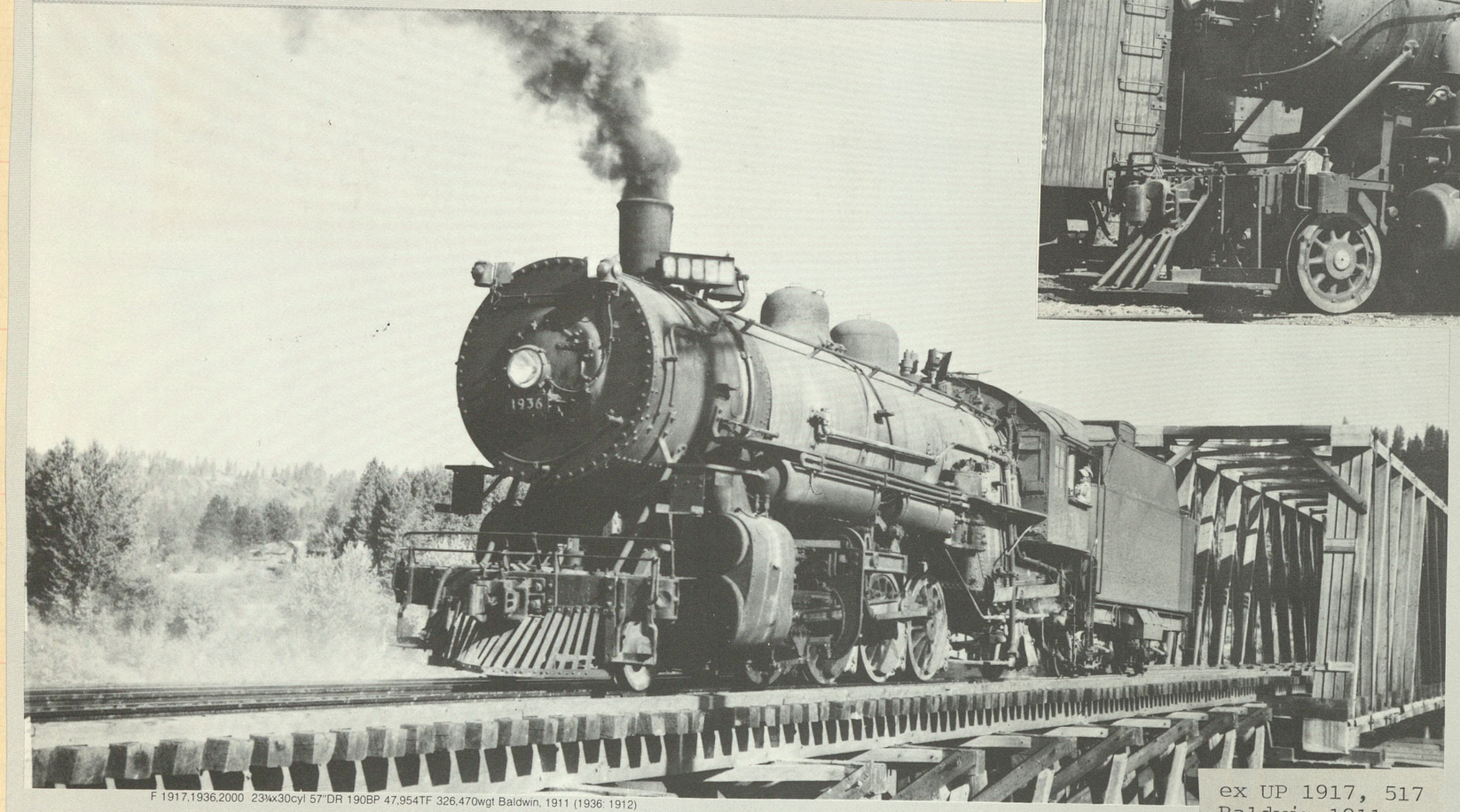
Charles T. Felstead collection

E-1 21,23,25 20x28cyl 57"DR 200BP 33,400TF 180,000wgt Alco-Rogers, 1906

W.C. Whittaker

21-26

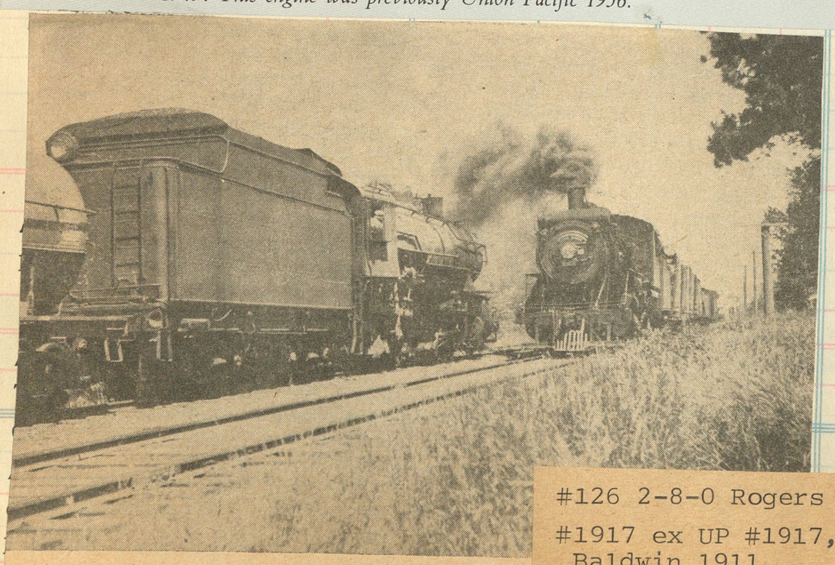




F 1917,1936,2000 23¼x30cyl 57"DR 190BP 47,954TF 326,470wgt Baldwin, 1911 (1936: 1912)

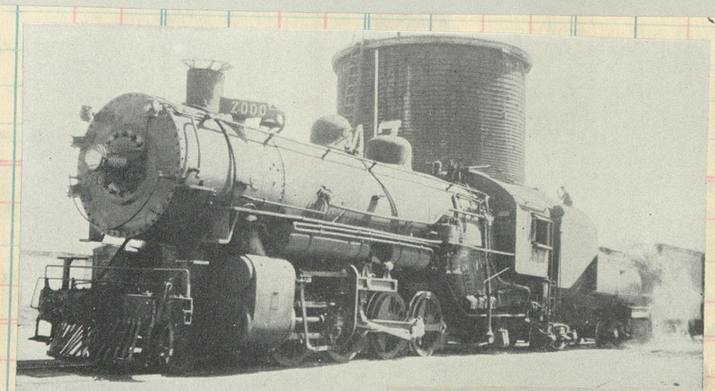
On the Kootenai River bridge at Bonner's Ferry, Mikado 1936 returns light from assisting a northbound freight on August 21, 1949. This engine was previously Union Pacific 1936.

ex UP 1917, 517
Baldwin 1911
c/n 36359

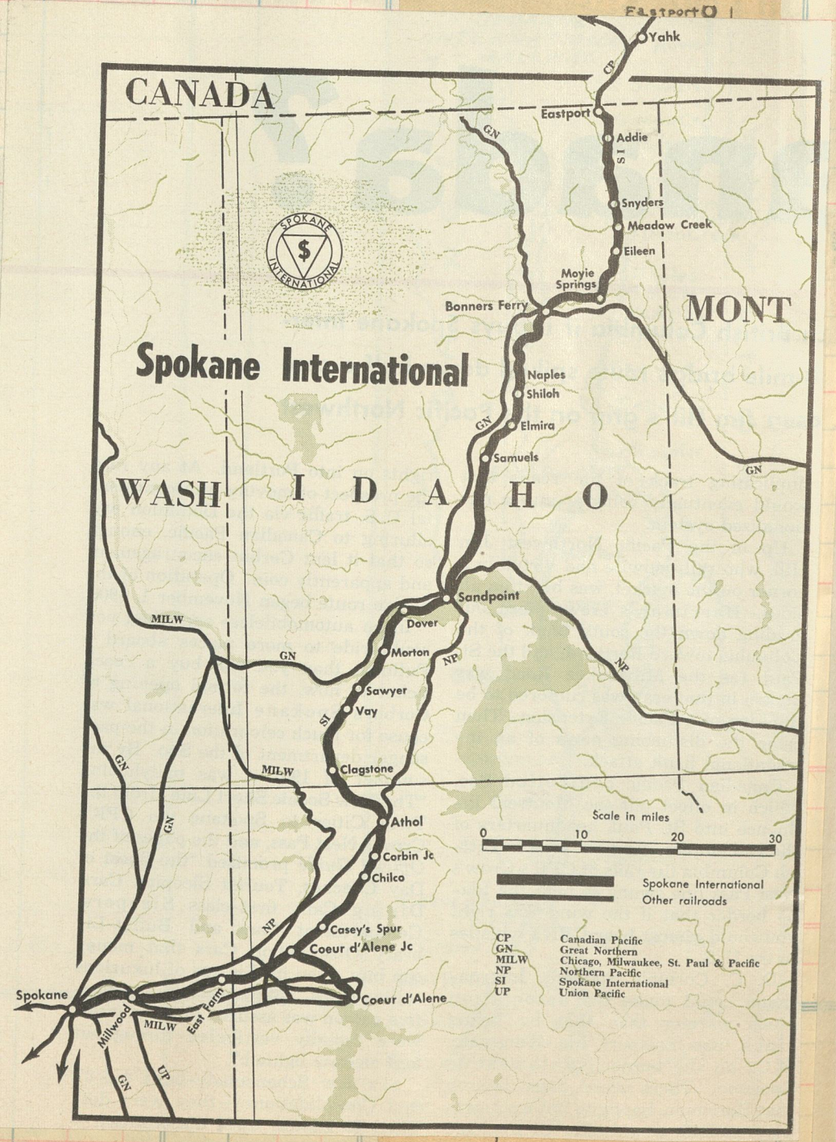


#126 2-8-0 Rogers 1906
#1917 ex UP #1917, 517
Baldwin 1911

Meet at Sandpoint, Idaho. Spokane International's No. 15, Engine 126, wafts a smoke plume at No. 14, Engine 1917, in the hole for the southbound



Former UP 2000,
OSL 1100
Baldwin 1911
c/n 36362



Clos. No. | Sold | Amount | Clos. N

NELSON & ALBEMARLE RAILWAY.

J. J. Brown, President, 419 Fourth Ave., New York, N.Y.
Grant Huntley, V.-P. and Gen. Mgr., 419 Fourth Ave. New York, N.Y.
James A. Emmons, Vice-Prest., Philadelphia, Pa.
J. C. Stark, Vice-Prest. and Aud., 419 Fourth Ave., New York, N.Y.
H. S. Brown, Sec'y and Treas., 419 Fourth Ave. New York, N.Y.
C. C. Rothwell, Asst. Gen. Manager, Schuyler, Va.
W. H. Sage, Jr., Supt., "
A. J. Belmore, Master Mechanic, "

January, 1933	Ms	7	1	3	13	5	11
Alberene..lve.	0	....	†550	A M	a1255	P M	....
Esmont[1].....	5.3	....	607	†8 10	1 25	†5 25	....
Damon	9.7	....	635	830	P M	350	....
Schuyler..arr.	13.3	A M	650	845	.....	418	P M
Schuyler..lve.	13.3	†555	A M	900	....	425	d500
Rockfish[2].arr.	18.3	617	....	930	.....	447	520
(East. time.)	2	4	14	8	8	12	....
LEAVE	A M	A M	.....	P M	P M	P M	....
Rockfish[2]....	†630	†1000	...	d335	k335	d452	....
Schuyler...arr.	655	1030	...	358	358	515	....
Schuyler..lve.	700	1055	....	425	P M	P M	....
Damon.....	720	11 17	P M	440	....	....	....
Esmont[1].....	743	1145	a1205	503	.....	.....	.....
Alberene.arr.	A M	A M	12 35	525	.....	.....	.....

Connections—[1] and [2] With C. & O. Ry.; [3] With Southern Ry.

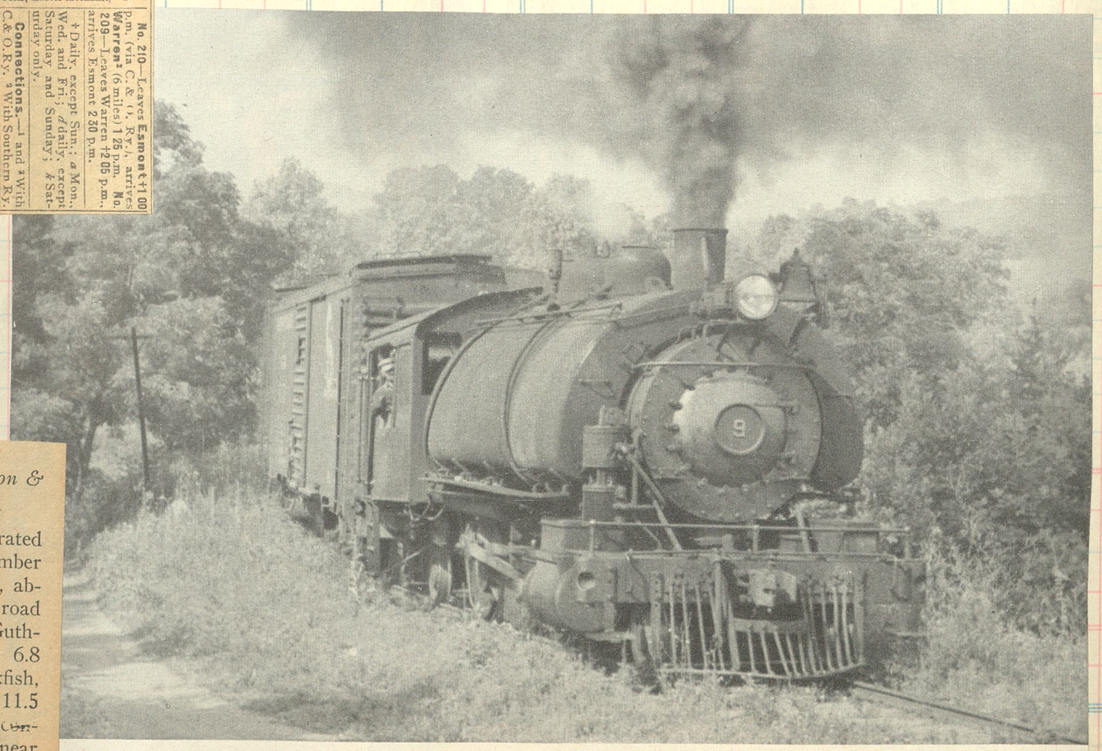
†Daily, except Sun.; a Mon., Wed. and Fri.; d Daily, except Sunday; k Saturday only and Sunday.

No. 210—Leaves Esmont †1 00 p.m. (via C. & O. Ry.), arrives Warren[1] (6 miles) 1 28 p.m. No. 209—Leaves Warren 2 30 p.m., arrives Esmont 2 55 p.m.

#9 2-6-2T
VULCAN 1920
3045

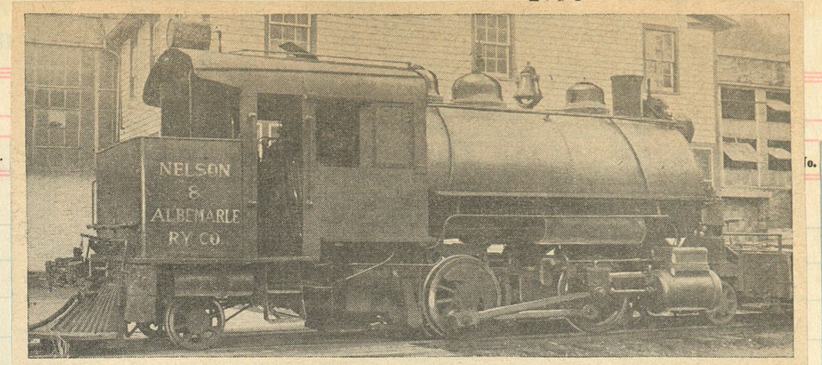
GIVE *a short history of the Nelson & Albermarle Railway.*

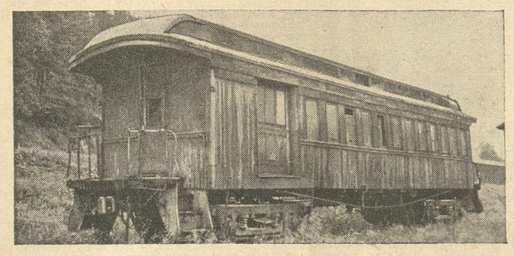
Nelson & Albermarle was incorporated under the laws of Virginia on September 14th, 1903, and on June 19th, 1905, absorbed the Schuyler Railway. The road owned and operated extends from Guthrie to a point near Schuyler, Va., 6.8 miles; thence to another near Rockfish, 4.6 miles, giving a total owned of 11.5 miles. It is operated under lease or contract into Rockfish, and from a point near Guthrie to Esmount. Rail is 56, 80, and 85 pound, and equipment consists of two locomotives and two service cars. The N&A is controlled by the Alberene Stone Corporation, through stock ownership.



Nelson & Albemarle 2-6-2T on No. 1 at Gold Mine Crossing, Va. By A. Thieme.

Clos. No. | Sold | Amount





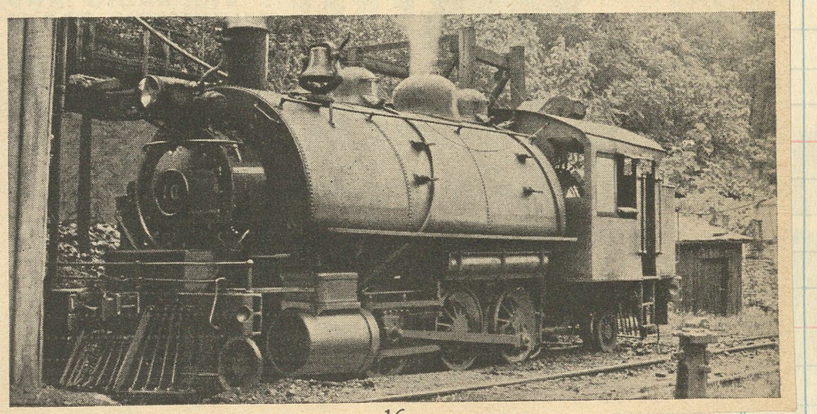
Nelson & Albemarle

Photos: W. R. Hicks

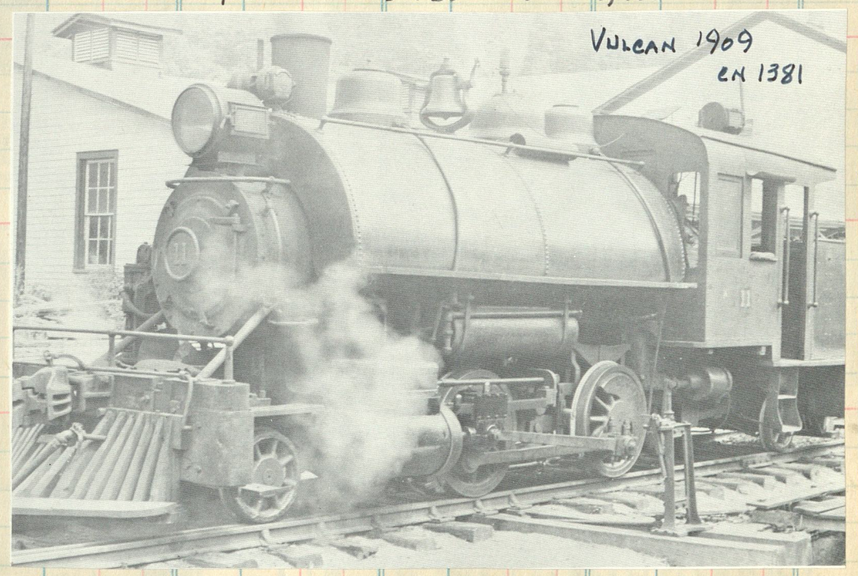
Taken at Schuyler, Va. the pictures show two N&A saddle tank engines, 10 and 11, and long unused open-vestibule combine

FERROEQUINOLOGISTS of Richmond, Virgina's Old Dominion Railway Club were among those who took a sentimental ride on the last passenger run of the Nelson & Albemarle Railway last February. Other riders were people who all their lives had lived in the vicinity of the 9-mile line which runs between Schuyler and Warren, where it connects with the Chesapeake & Ohio.

With a standard caboose replacing the old stove-heated coach borrowed from the C&O, the Nelson & Albemarle will go on running its freight train twice daily with mail, pulpwood, merchandise and soapstone from the quarries around Schuyler.



#10 2-6-2T VULCAN C/N 3298 1922
CYLS 15x24 DVS 52" WT 112,000



BLT FOR CULVER & PORT CLINTON, PURCHASED FROM VULCAN IN 1923. REBOILERED 1927

90

Hooppole, Yorktown & Tampico 1315 (0-6-0) battles the weeds between Yorktown and Aliceville Ill. Eng built in 1887 for the Burlington, Class F, to the H Y & T in 1927

HOOPPOLE, YORKTOWN AND TAMPICO RAILROAD COMPANY.

5 Tampico .....Ill. | 10 *Love Siding.....Ill. | 15 Yorktown .....Ill. | 20 *Aliceville .....Ill. | 25 Hooppole .....Ill.

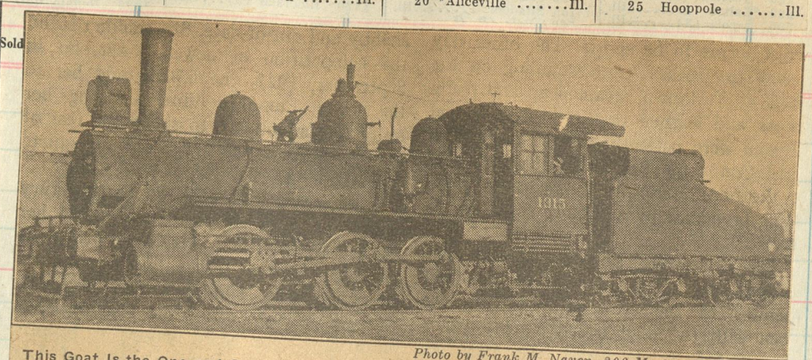


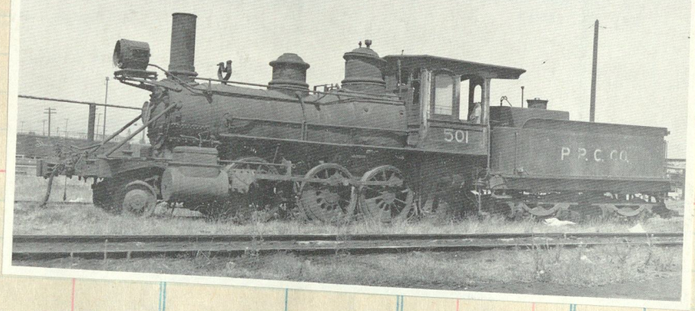
Photo by Frank M. Naven, 306 Morton St., Peoria, Ill

This Goat Is the One and Only Locomotive on the HY&T. She Was Acquired from the Burlington in 1927 and Still Keeps Her Old Number, 1315

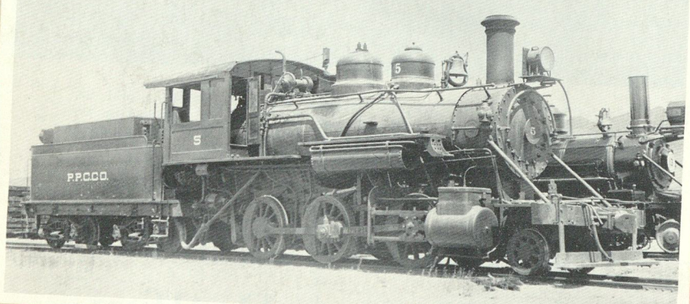
LES AT

Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amo

#501, ex V&T 13 "Empire" Baldwin 1873, cn 3091. Acq in 1924. To R&LHS 1938. Now at Calif State RR Museum, Sacramento



Blt as Ocean Shore #5 by Baldwin in 1908, c/n 32627. To PPC #2, Calif Central #5, to USGC #5 in 1937

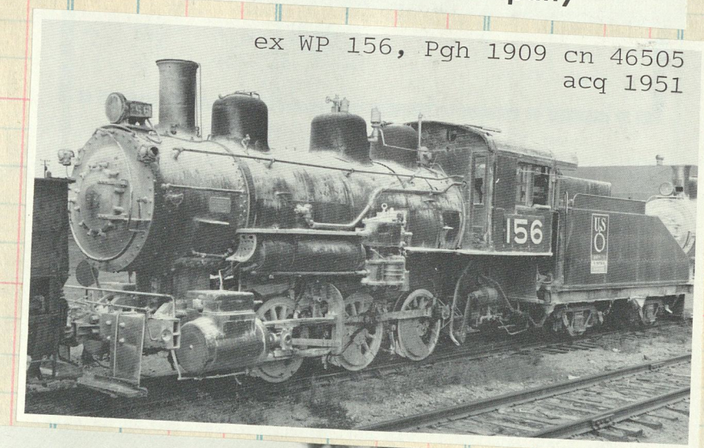


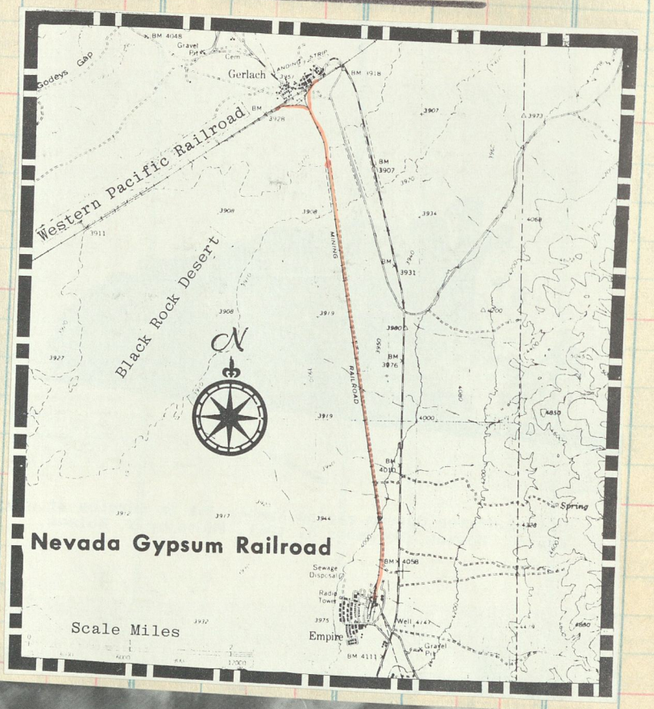
Nevada Gypsum Railroad

Pacific Portland Cement Company

United States Gpysum Company

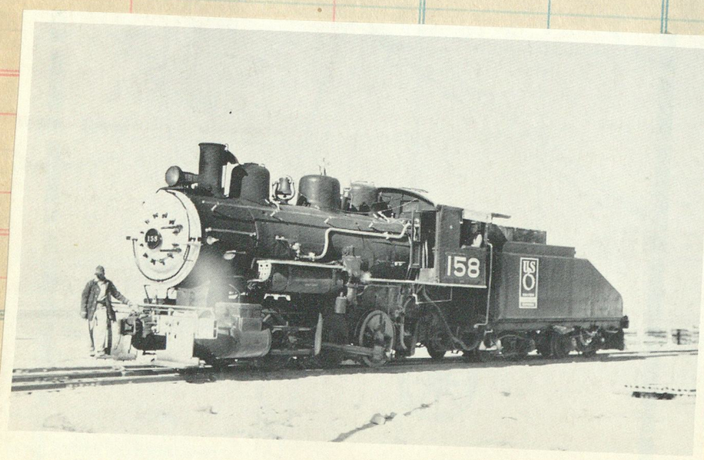
ex WP 156, Pgh 1909 cn 46505
acq 1951





Baldwin 1926
c/n 59126

Still lettered as Pacific Portland Cememt Co. 103, which previously operated this Mikado at Auburn Cal., a Whittaker view finds her serving the California & Oregon Coast at Grant's Pass, Ore. on August 9, 1949.



United States Gypsum engine Number 158 in service at Empire, Nevada, November 5, 1951. Photo by N. Holmes.

at No. 14, Engine 1917, in the hole for the

Clos. No.	Sold	Amount	Clos. No.	S

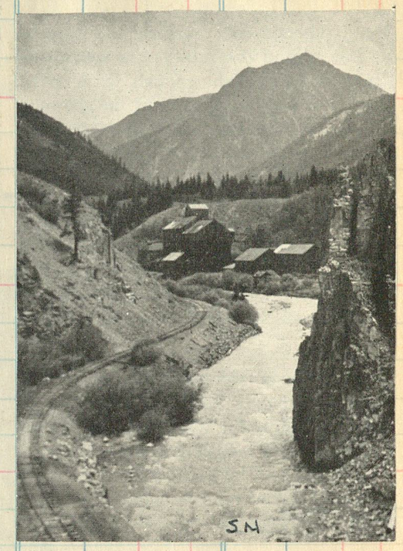
CUT HERE ..... To Make Short Sheet

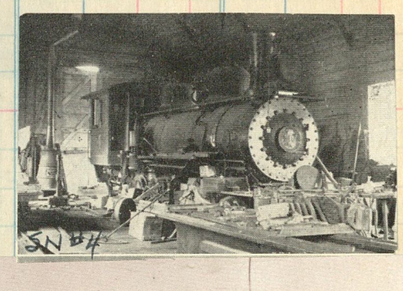
SILVERTON NORTHERN RAILROAD.
J. R. PITCHER, Jr., General Manager, Silverton, Colo.
Extends from **Silverton**[1] to Eureka (9 miles). Service suspended indefinitely.
Branch.—Silverton to Gladstone (7.25 miles). Service suspended indefinitely.
Branch.—Howardsville to Green Mountain (2 miles), mixed service.
Connection.—[1] With Denver & Rio Grande Western R.R.
June, 1933.

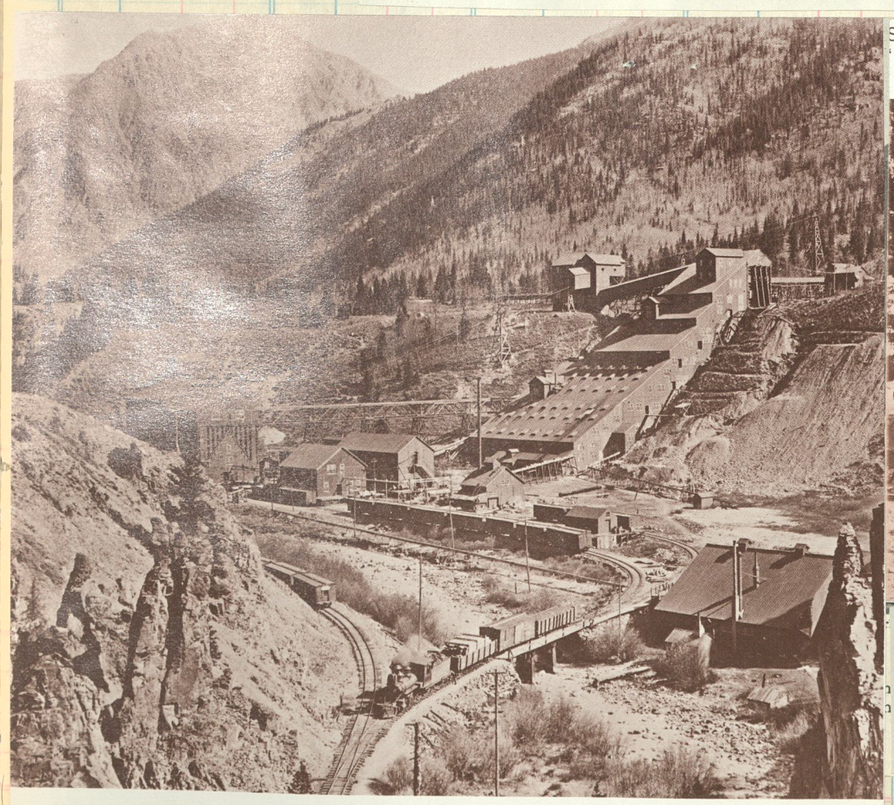
#100 Baldwin 1880 c/n 4938
Org D&RG #42 "ANGLO SAXON"
Sold to SRR in 1887

L. C. McClure.

One characteristic of Otto Mears' narrow gauge railroads in Colorado was their twisting, undulating right of way. One curve on his Silverton Railroad was said to be "so sharp you'd have to put a hinge on a jackass to get him around it." This scene on the Silverton Railroad was photographed just after completion near Red Mountain, for many years the northern terminus. Otto Mears is second from left.







WESTERN COLLECTION — DENVER PUBLIC LIBRARY

During 1903 the Silverton Northern Railroad leased D&RG 2-8-0 No. 281. This rare scene shows this engine near the Rio de las Animas bridge at the Silver Lake mill.

Silverton, Gladstone & Northerly 2-8-0 No. 32 looks quite dapper in this winter view. Th
"Gold King" was originally a Rio Grande Western locomotive from Utah.

COLLECTION OF A. M. PAY

Still looking young and frisky, ol' #32 was built in 1880 by Baldwin [c/n 5185] as the D&RG #77 "RINCONIDA". Sold to D&RGW #77 in 1886, then RGW #77, later as RGS #32 in 1891. Finally as SG&N #32 in 1899. Retired c 1912

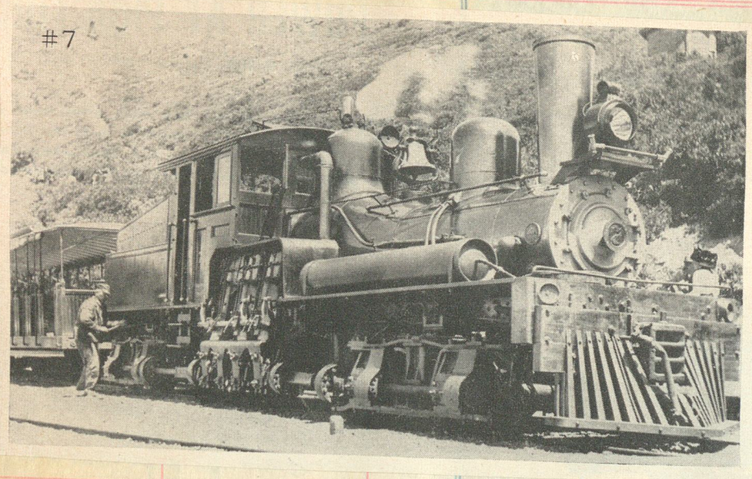
COLLECTION OF RICHARD A. RONZIO

This 1891 view of Red Mountain town shows Silverton Railroad 2-8-0 No. 100 switching cars. The once-famous National Belle mine sits on the side of "The Knob," a prominent landmark atop what was then called Sheridan Pass — now Red Mountain Pass.

92

New

MOUNT TAMALPAIS & MUIR WOODS

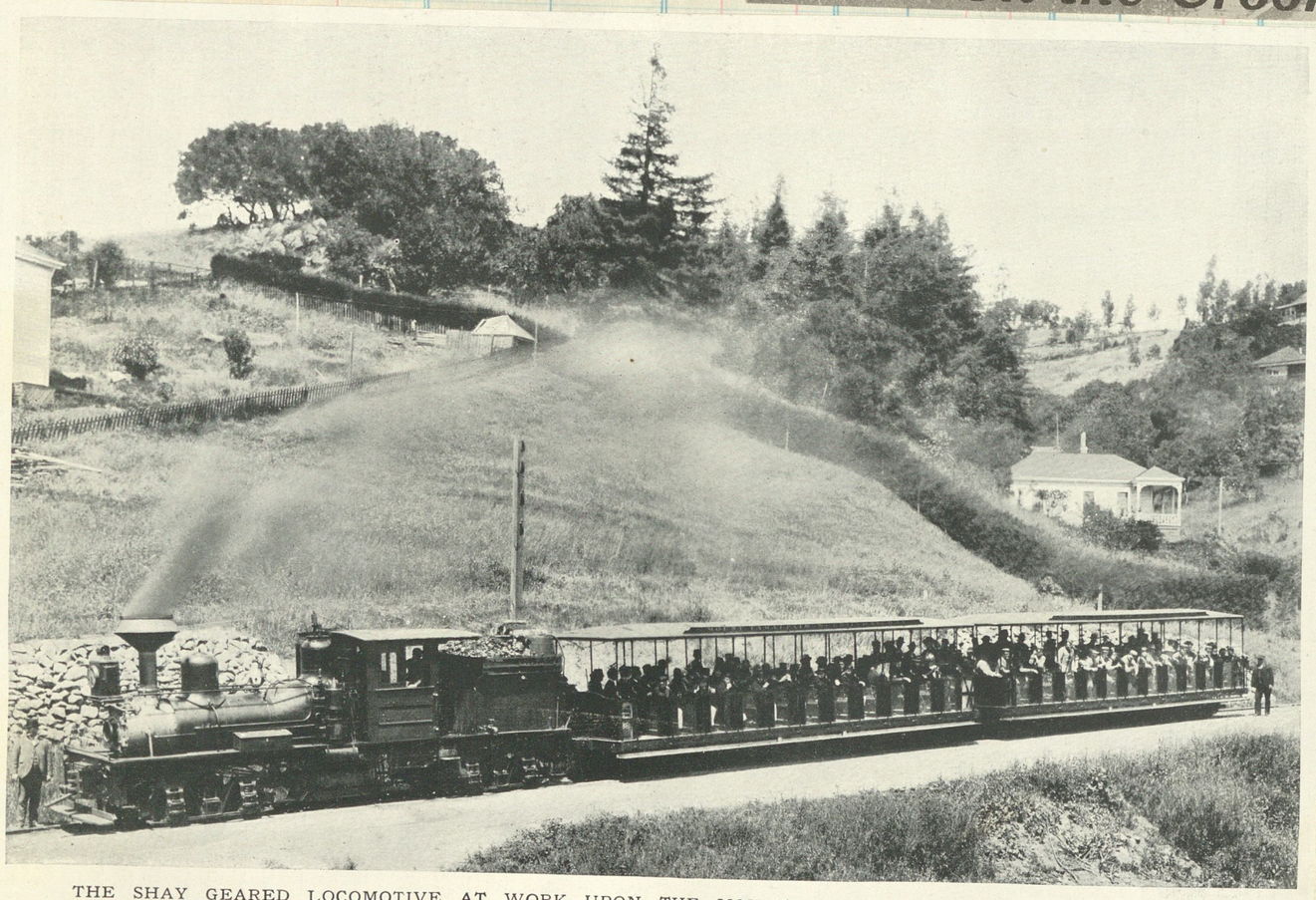

#7

#7 LIMA 1908 c/n 1945
Went to Phillippine Is.
in 1934

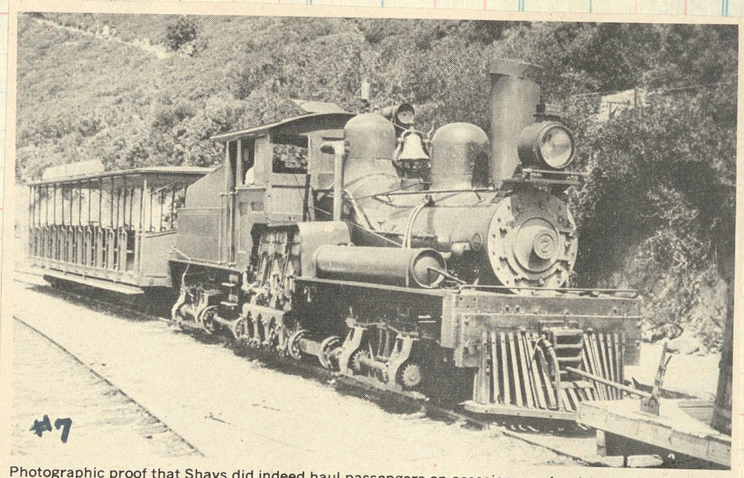
J. W., Los Angeles.—The Mill Valley & Mt. Tamalpais was chartered in 1896 and opened the same year between Mill Valley and the summit of Mt. Tamalpais, Calif. It became the Mt. Tamalpais & Muir Woods in 1913, at which time it had several geared engines. It has been abandoned for several years. What became of the engines we do not know.

Clos. No.	Sold	Amount

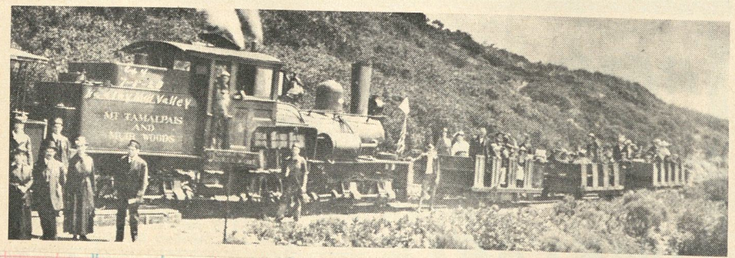
On the Crookedest Road

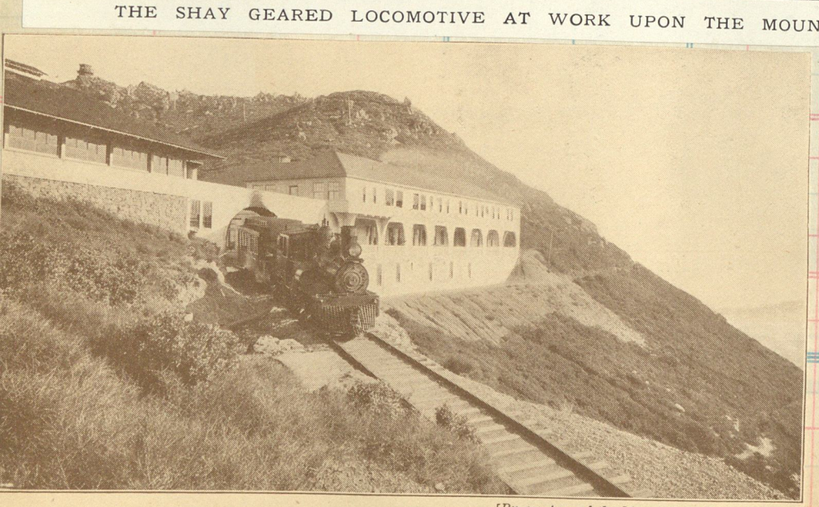


THE SHAY GEARED LOCOMOTIVE AT WORK UPON THE MOUNT TAMALPAIS RAILWAY IN CALIFORNIA.


#7

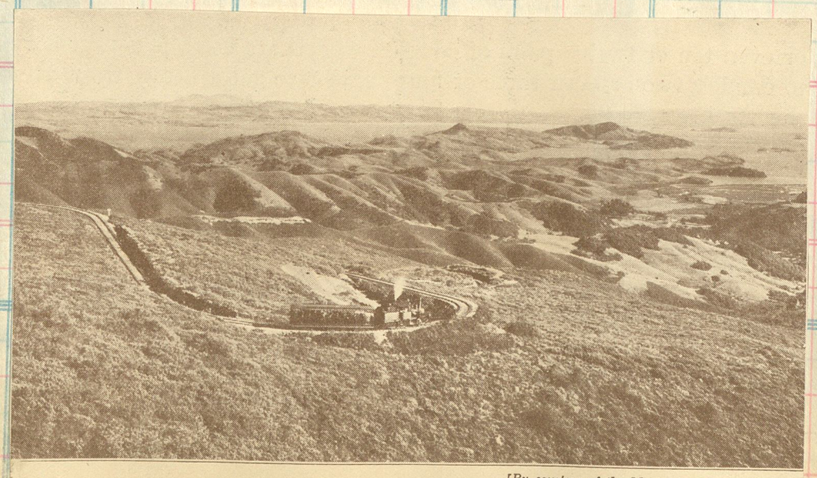
Photographic proof that Shays did indeed haul passengers on occasion was furnished by A.C. Graves. Most Shay-powered passenger trains are a result of popularity of steam excursion lines over former logging roads.





[By courtesy of the Mount Tamalpais Railway.

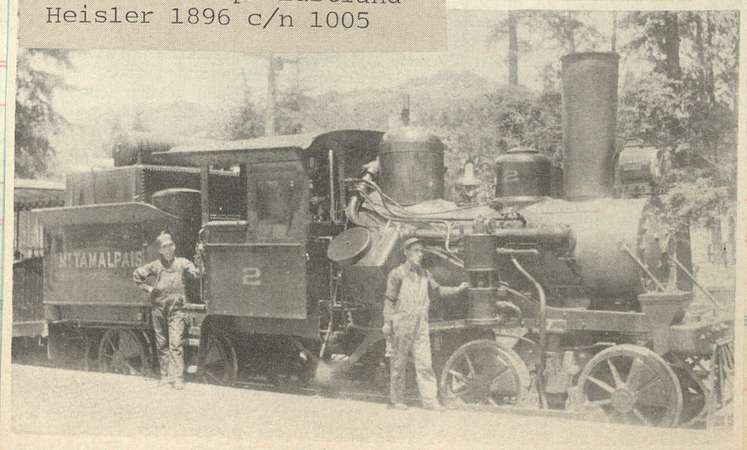
THE TERMINUS OF THE MOUNT TAMALPAIS SCENIC RAILWAY, NEAR SAN FRANCISCO.
om this point stretches a gorgeous panorama of the country round San Francisco, and of the Pacific Ocean.



[By courtesy of the Mount Tamalpais Railway.

A LOOP IN THE "DOUBLE BOW-KNOT" ON THE MOUNT TAMALPAIS SCENIC RAILWAY.

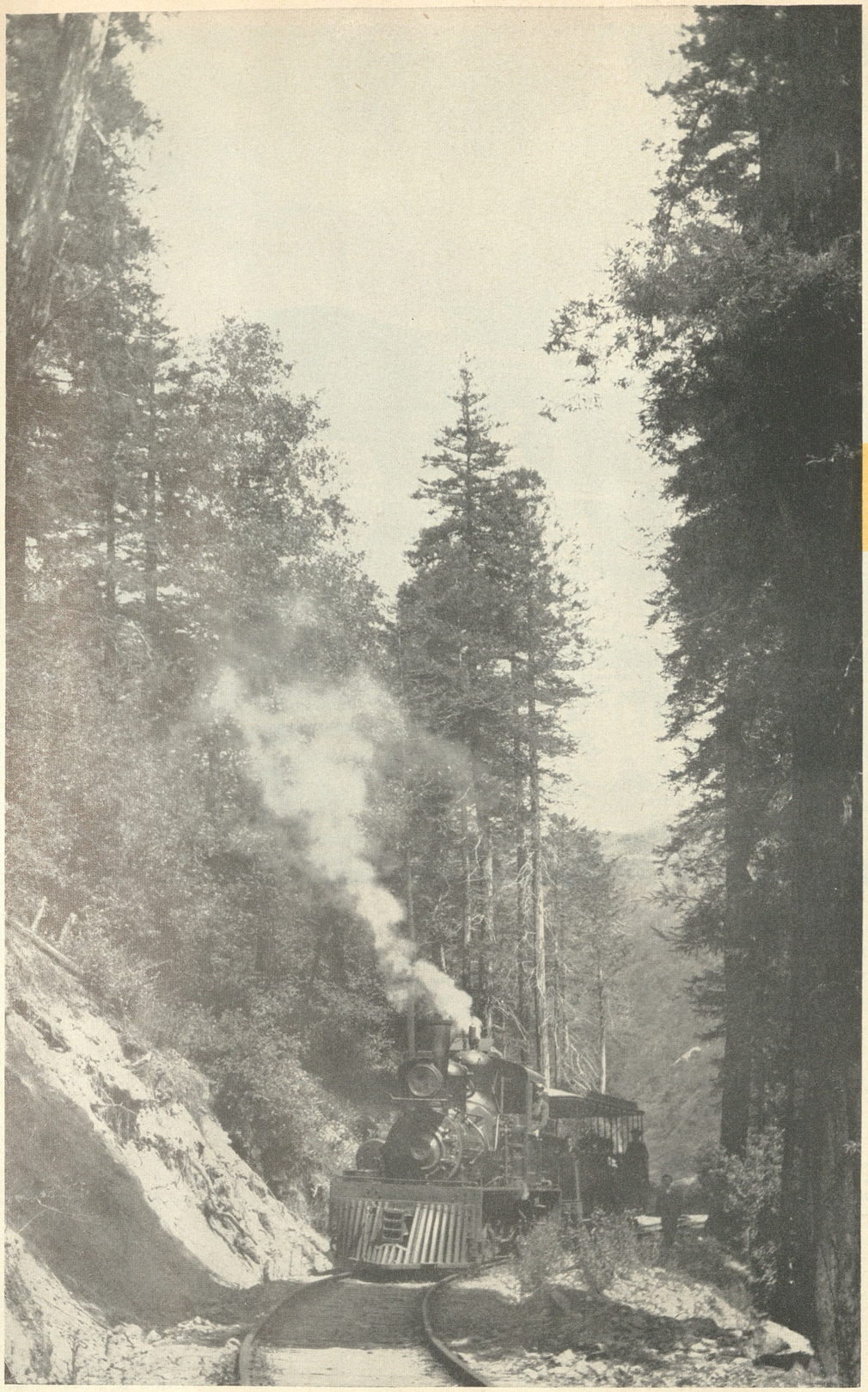
#2 the "Joseph Eastland"
Heisler 1896 c/n 1005

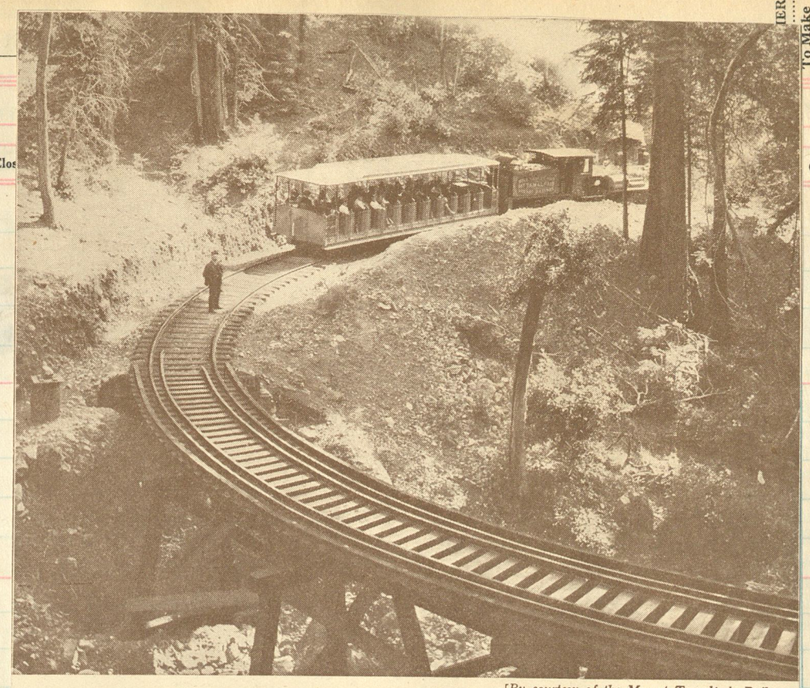


Roy D. Graves; collection of David L. Stearns.

"THE BULL": Heisler No. 2, built by Stearns in 1896, figured in MT&MW's only fatal wreck.

Clos. No.	Sold	Amount





[By courtesy of the Mount Tamalpais Railway.

THE CROOKEDEST RAILWAY IN THE WORLD, MOUNT TAMALPAIS SCENIC RAILWAY, CALIFORNIA

The Mt. Tamalpias & Muir Woods line near San Francisco. No. 5 was the pet of the road; No. 4, beyond, shows the offset boiler. Summit house in distance is now replaced by a fire observation tower.

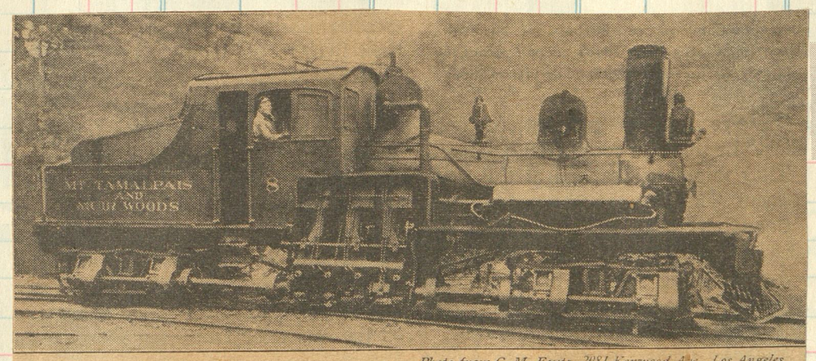
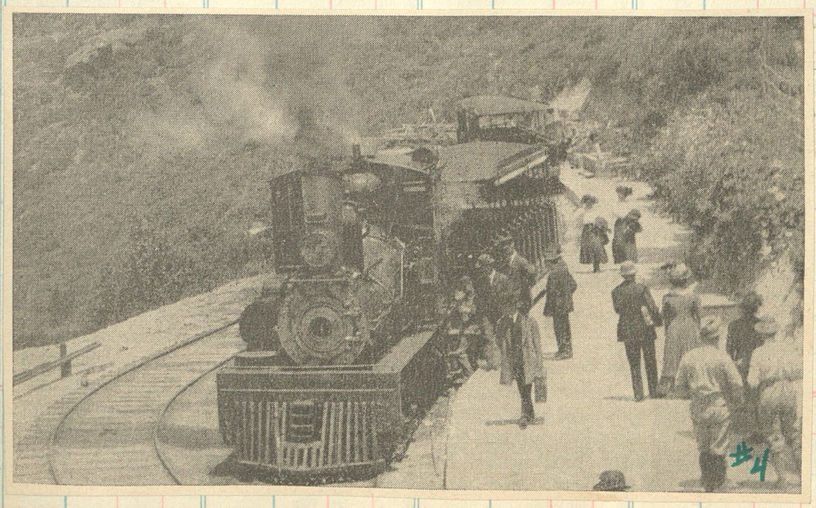


Photo from C. M. Foutz, 2051 Kerwood Ave., Los Angeles

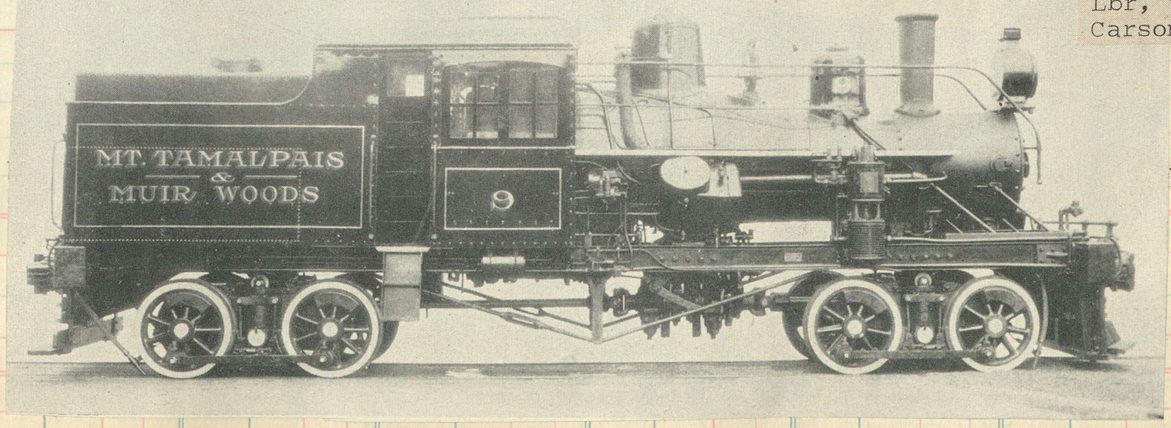
One of the Old Shays as She Looked in Her Glory

3 B

#8 LIMA 1912 c/n 2505
Sold to Six Companies
in 1932



Heisler 1920



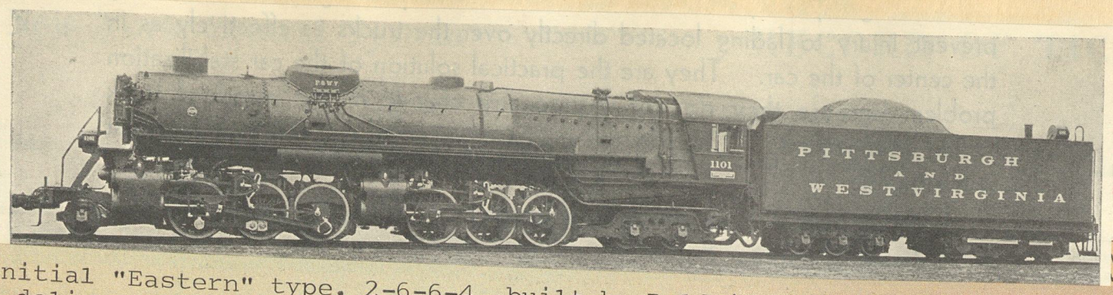
#9 Heisler c/n 1446
1921. to Siskiyou
Lbr, to Dolbeer &
Carson Lbr #5

94

SELLER
DATE
FORM DESTINATION

Clos. No.

One



The initial "Eastern" type, 2-6-6-4, built by Baldwin 1934. Three [1100-1102] delivered at a cost of $110,500.00 each. c/n 61789

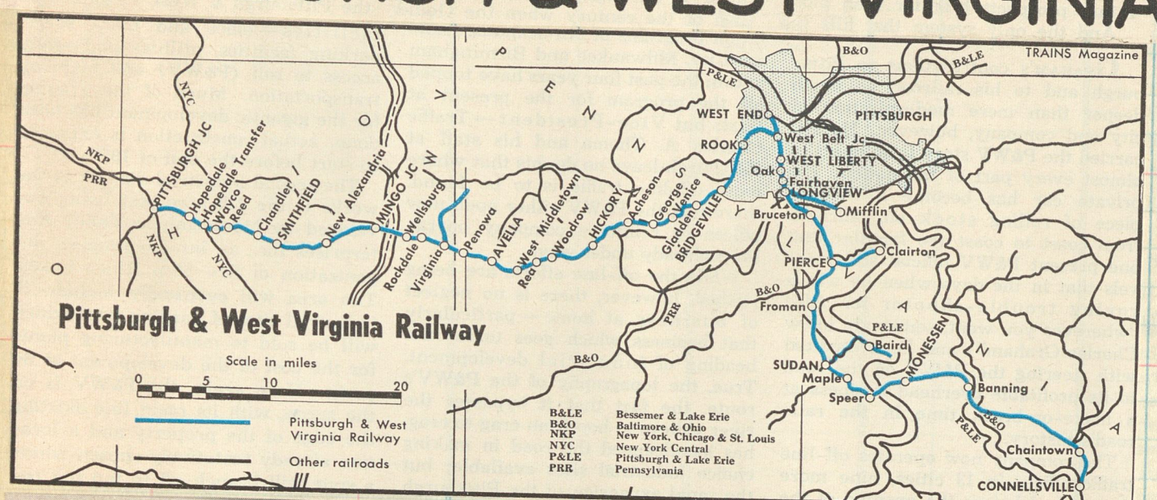
KET SALES AT

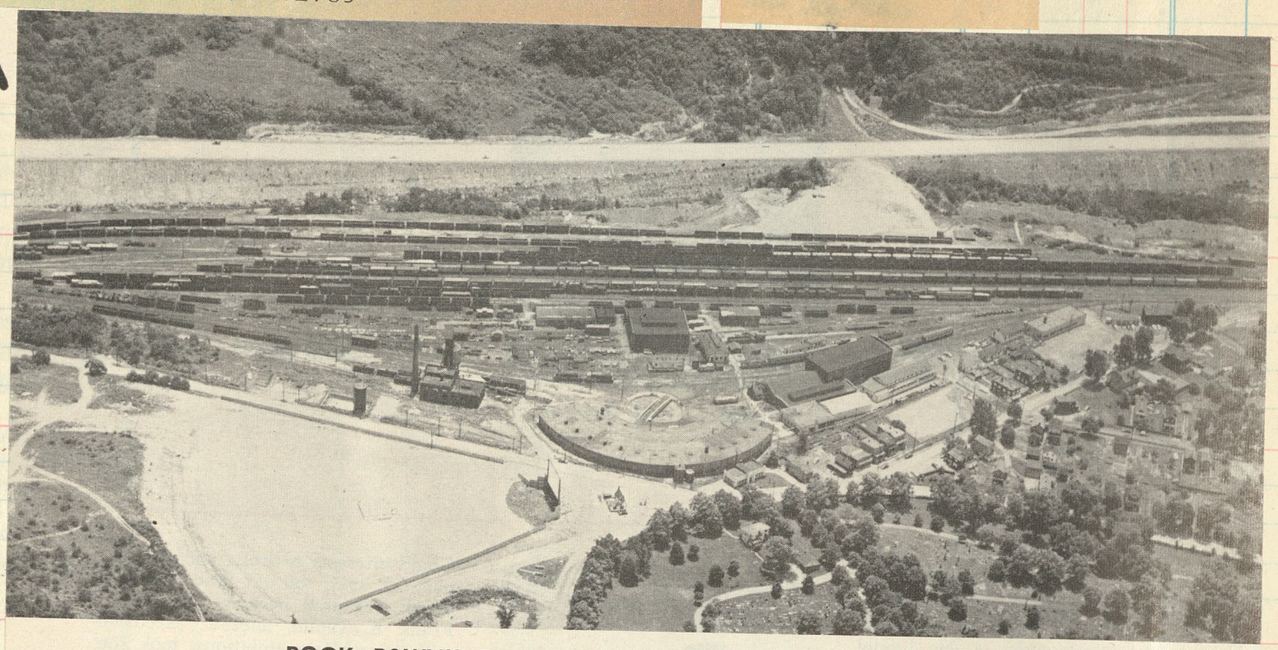
Amoun | Sold | Amount | Clos. No. | Sold | Amount

Vheel
vith),

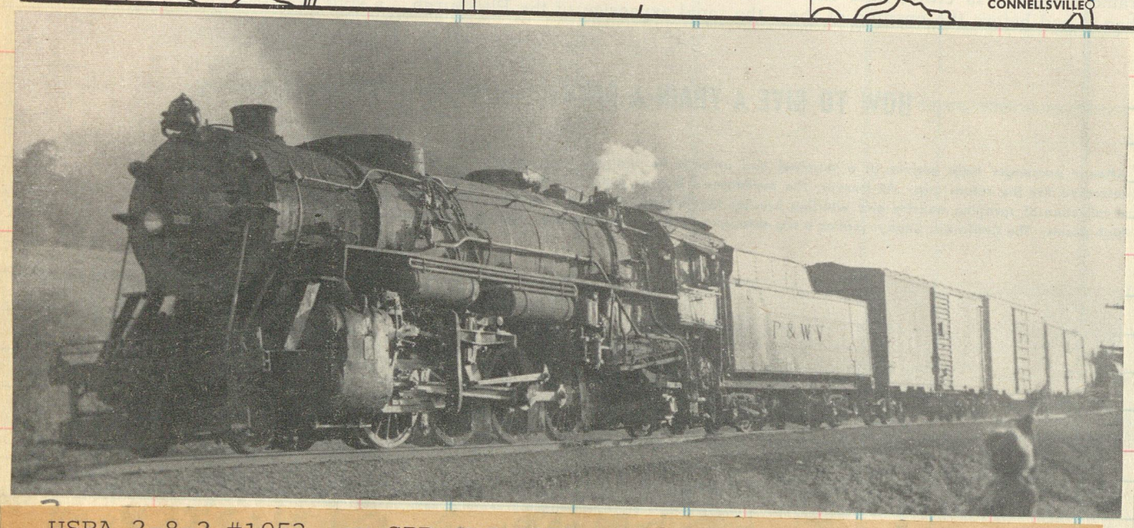
Cyls (4) 23x32
Drivers 63"
B. P. 225 lbs
T.E. 113,500#

PITTSBURGH & WEST VIRGINIA

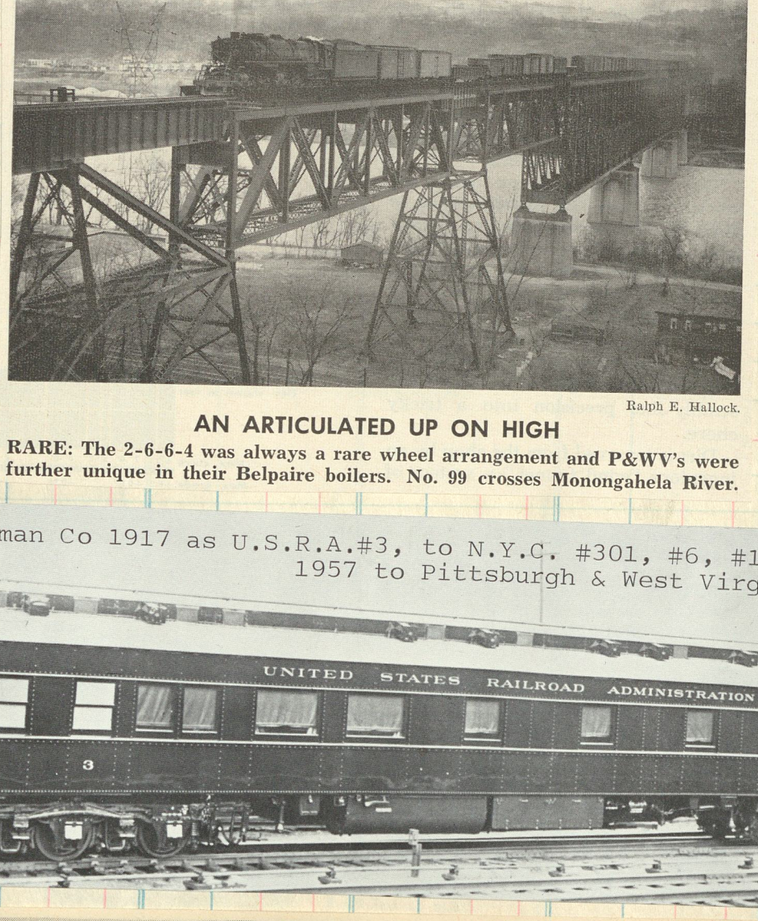




ROOK: P&WV'S OPERATING HQ



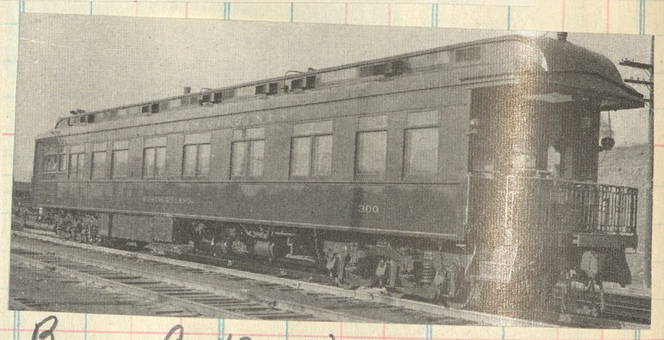
USRA 2-8-2 #1053, ex CRRofNJ #859 Schenectady 1918 c/n 59739, one of four purchased in 1945 wheels Trn #88 near Rea



Ralph E. Hallock.

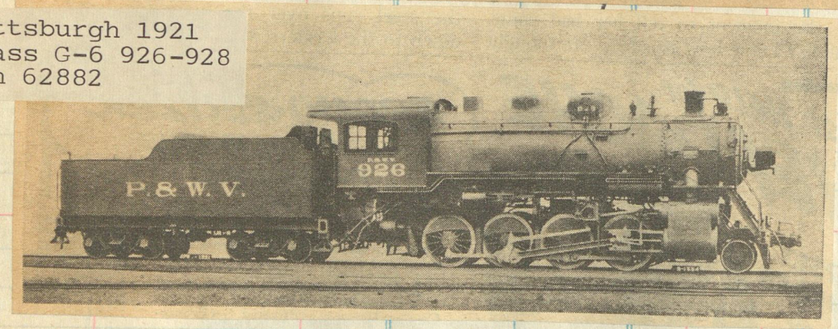
AN ARTICULATED UP ON HIGH

RARE: The 2-6-6-4 was always a rare wheel arrangement and P&WV's were further unique in their Belpaire boilers. No. 99 crosses Monongahela River.

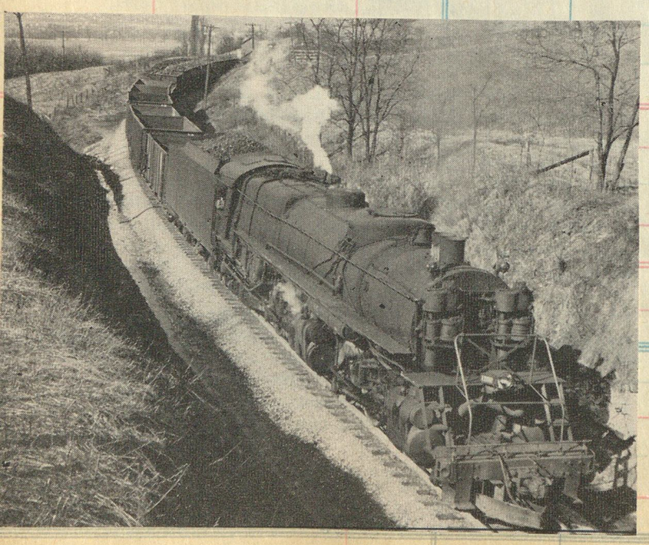


Brazier Car #300 WESTMORELAND

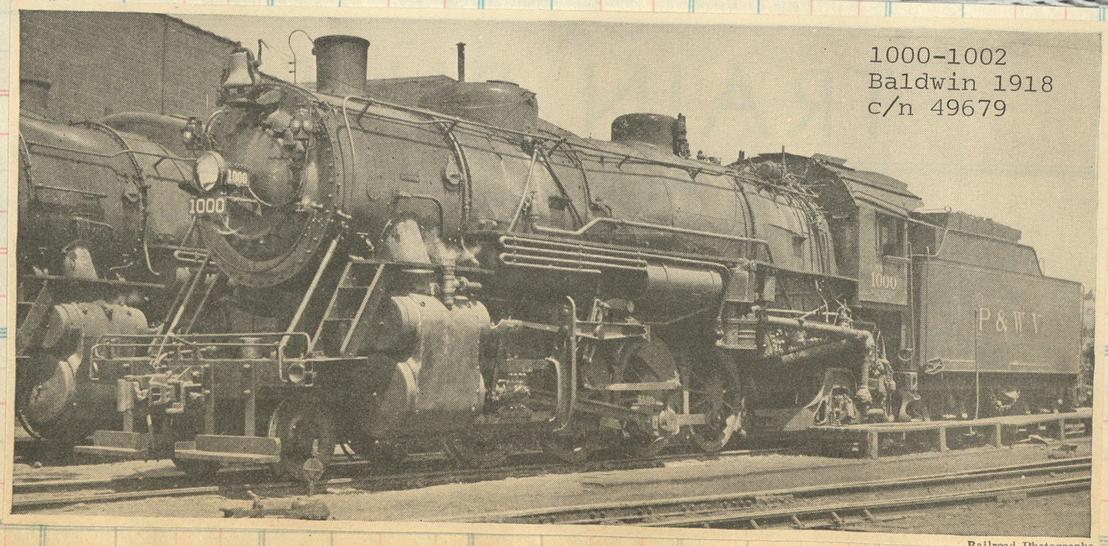
Pittsburgh 1921
Class G-6 926-928
c/n 62882



Blt by Pullman Co 1917 as U.S.R.A.#3, to N.Y.C. #301, #6, #16. Sold in 1957 to Pittsburgh & West Virginia #400.



1000-1002
Baldwin 1918
c/n 49679

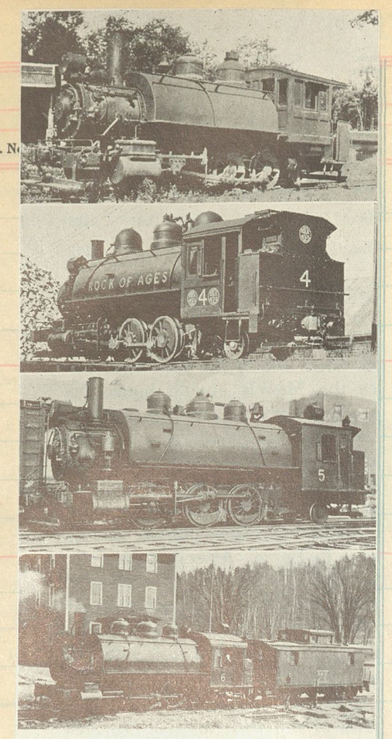


Railroad Photographs

Clos. No. Clos. No. No. Sold Amount

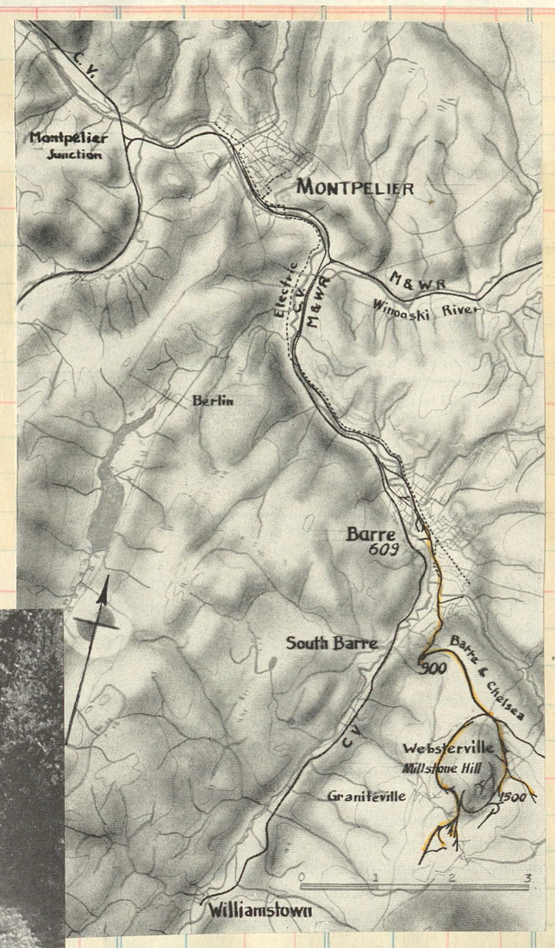
BARRE AND CHELSEA RAILROAD COMPANY.

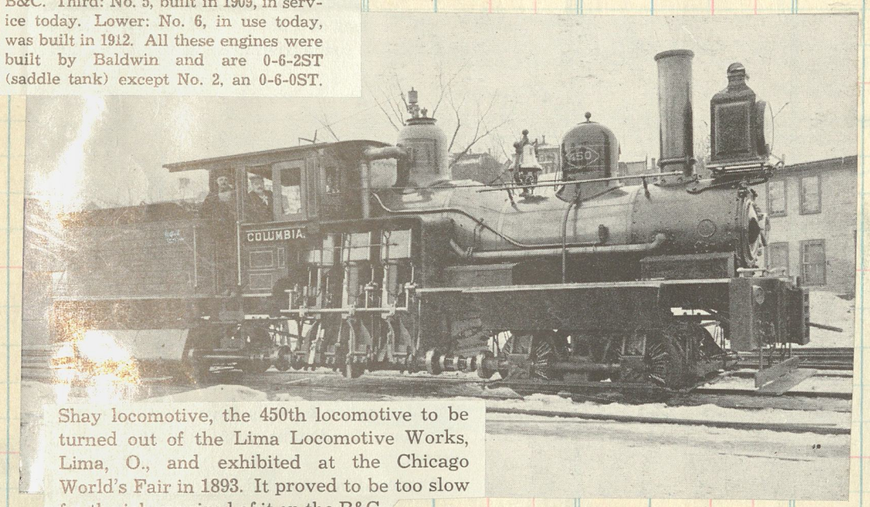
★ Barre & Chelsea Railroad, steepest of the railways east of the Mississippi, brings stone down from the mountains.



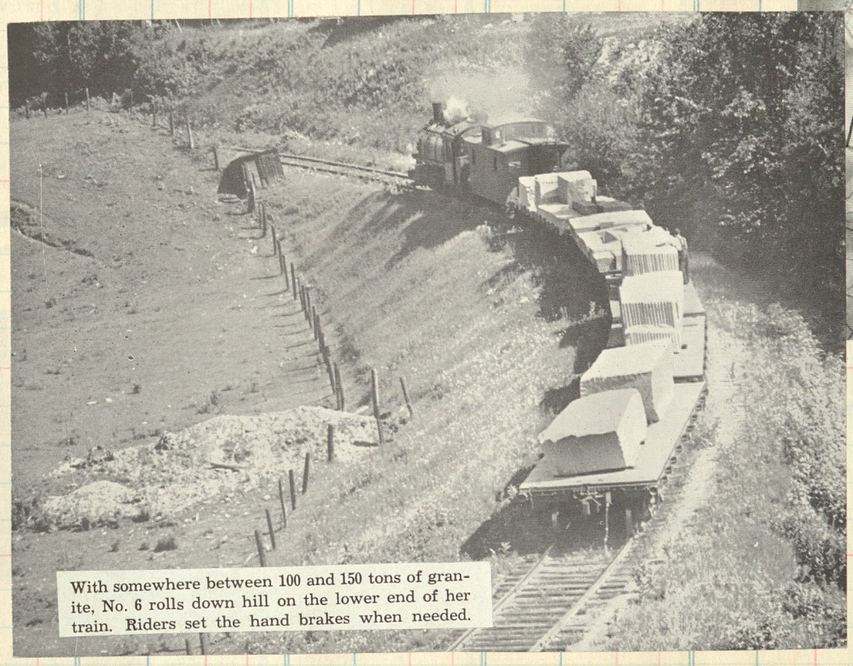
Top: Locomotive No. 2 was built in 1889. After serving the B&C it was sold to Wetmore & Morse. Second: Locomotive No. 4, built in 1902. In 1940 it was sold to the Rock of Ages Corporation, by the B&C. Third: No. 5, built in 1909, in service today. Lower: No. 6, in use today, was built in 1912. All these engines were built by Baldwin and are 0-6-2ST (saddle tank) except No. 2, an 0-6-0ST.

A Barre & Chelsea train cautiously made its way down from "The Hill" on the 1-mile-long 5 percent grade just above the switchback.

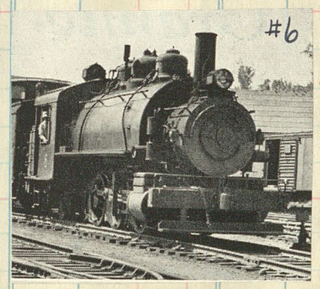


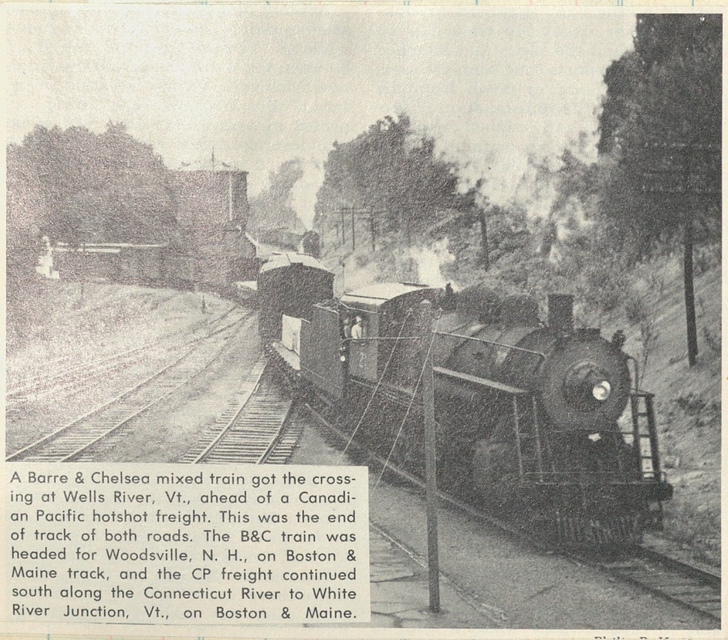


Shay locomotive, the 450th locomotive to be turned out of the Lima Locomotive Works, Lima, O., and exhibited at the Chicago World's Fair in 1893. It proved to be too slow for the job required of it on the B&C.



With somewhere between 100 and 150 tons of granite, No. 6 rolls down hill on the lower end of her train. Riders set the hand brakes when needed.





A Barre & Chelsea mixed train got the crossing at Wells River, Vt., ahead of a Canadian Pacific hotshot freight. This was the end of track of both roads. The B&C train was headed for Woodsville, N. H., on Boston & Maine track, and the CP freight continued south along the Connecticut River to White River Junction, Vt., on Boston & Maine.

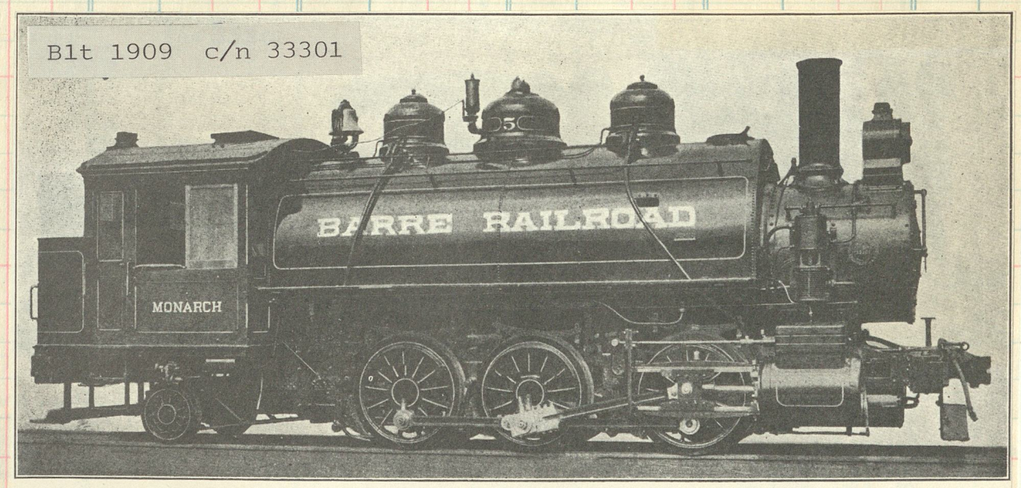
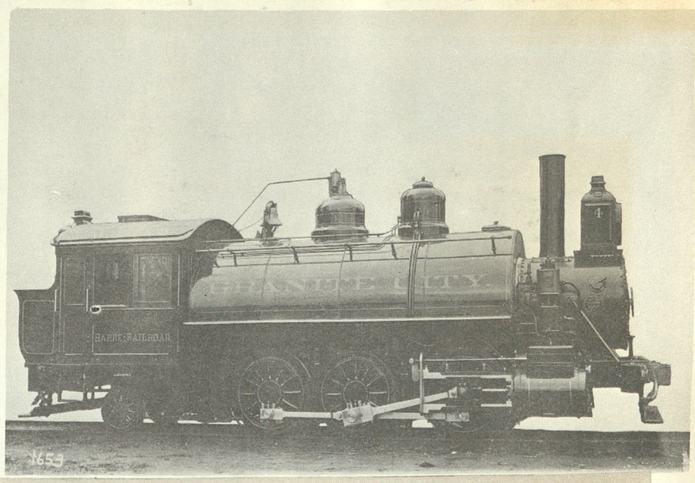
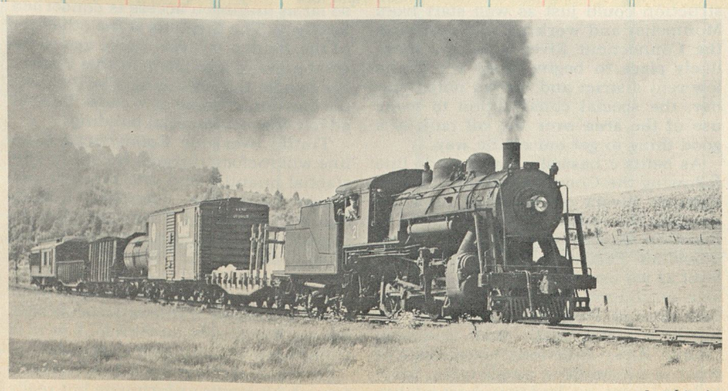


Fig. 27—Six-Coupled (0-6-2) Saddle Tank Locomotive for Pass. and Frt. Service. Built for the Barre Railroad by the Baldwin Locomotive Works. Cyls., 19 in. x 24 in. Steam Pres., 180 lbs. Dia. Drivers, 51 in. Tractive Effort, 25,900 lbs. Heat. Sur.—Tubes, 1,450 sq. ft.; Firebox, 114 sq. ft.; Total, 1,564 sq. ft. Grate Area, 18 sq. ft. Rigid Wheel Base, 10 ft. 6 in. Total Eng. Wheel Base, 20 ft. 6 in. Wt. on Drivers, 130,400 lbs. Total Wt. of Eng., 142,550 lbs. Fuel, Soft Coal.



#4 "Granite City" Baldwin 1902 c/n 20931



Leo Litwin.

A mixed train of the Barre & Chelsea RR. left Montpelier en route to the granite quarries.

96

LARAMIE, NORTH PARK & WESTERN RAILROAD CO.
R. L. SIFFORD, President, Laramie, Wyo.
Train leaves **Laramie**[1] *a*8 00 a.m., arriving Coalmont (111.1 miles) 3 43 p.m. Returning, leaves Coalmont *b*6 00 a.m., arriving Laramie 2 05 p.m
Mountain time *October*, 1933.
a Monday, Wednesday and Friday; *b* Tuesday, Thursday and Saturday.
Connection.—[1] With Union Pacific R.R.

Clos. No.

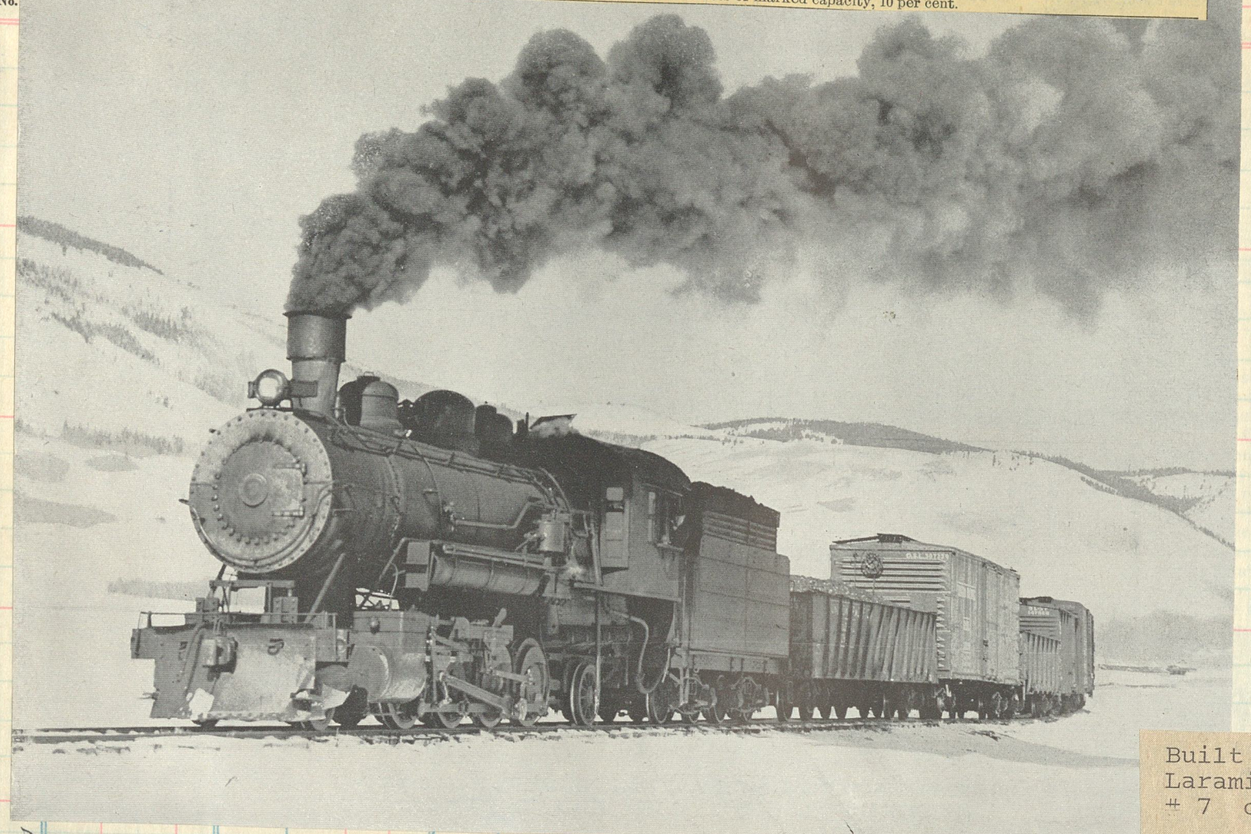
LARAMIE, NORTH PARK & WESTERN R. R. CO.

GENERAL OFFICERS.

W. M. JEFFERS, President.....Omaha, Neb. | H. A. TOLAND, General Auditor.....Omaha, Neb. | D. W. ADAMSON, Gen. Superintendent. Laramie, Wyo.

GENERAL OFFICES, OMAHA, NEB.

Miles of road operated, 111.35. Gauge, 4 ft. 8½ in. Locomotives (coal burning), 4. Railway Express Agency, Inc., operates over this line.
Limit of load allowed to pass over this line in excess of marked capacity, 10 per cent.

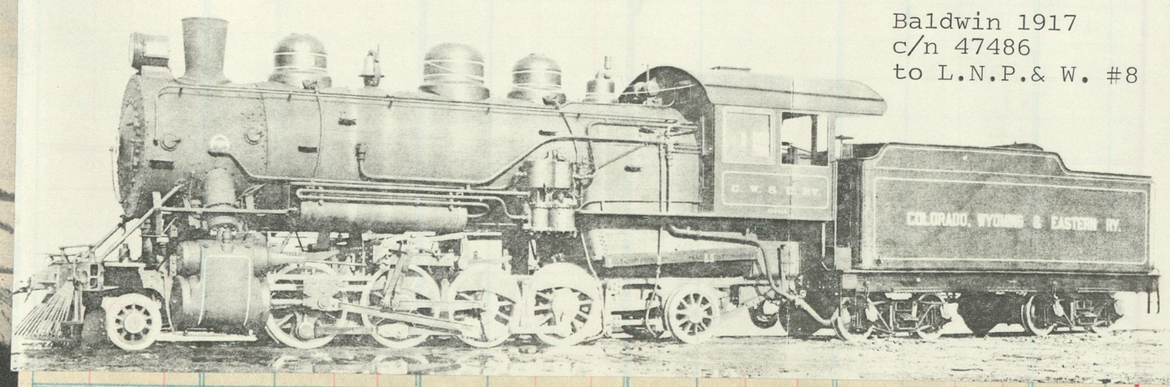


Built as
Laramie, Hahns Peak & Pacific
7 c/n 37121

A Baldwin "creeper", a 2-8-2 with 48" drivers, delivered with two others in 1911 pokes along thru the Snowy Range country southwest of Laramie

Heading back to Laramie after a busy day clearing the line.

A freight train climbs through Kings Canyon, Colo., on the erstwhile LNP&W.



Baldwin 1917
c/n 47486
to L.N.P.& W. #8

A little road with a big name joins UP

A LITTLE mountain railroad with a name almost as long as its main line became part of the Union Pacific on December 1. The 111-mile Laramie, North Park & Western was absorbed into the UP — its sole owner — on that day so that it could be more efficiently operated.

The LNP&W meanders west and south out of Laramie, Wyo., through the Medicine Bow National Forest and the rugged Snowy Range to Coalmont, Colo. Now that it is a part of the UP, it is called simply the Coalmont Branch — the shortest of the several names it has borne since construction was begun at Laramie in 1903. The line climbs 2960 feet out of Laramie to an elevation of 9066 feet, negotiates some 12-degree pretzel-bends, passes through some of the most primitive and picturesque country in the U. S., and operates the year around despite tremendous snowfalls.

The tradition of long names is well established on the erstwhile LNP&W. The 67 miles of track from Laramie to the Wyoming-Colorado line was laid between 1903 and 1911 by the Laramie, Hahns Peak & Pacific Railway Company. The 44-mile section from the state line to Coalmont was started in 1909 and finished in 1911 by the same company under a different — but nearly as long — title: the Larimer & Routt County Railway Company. These two companies were reorganized in 1914 as the Colorado, Wyoming & Eastern Railroad Company, which was in turn sold to the Northern Colorado & Eastern Railroad Company in 1924. It was later that same year that the name was changed to Laramie, North Park & Western. The builders intended to extend the line west to Utah's Wasatch County and south to Grand Junction, Colo.

The LNP&W is little-known among western railroad historians and tourists. Sightseers seldom venture into the Medicine Bow and Snowy Range country because of its ruggedness, and because the LNP&W operates only caboose passenger service. The road's principal traffic is timber, oil, coal, cattle and fluorspar. But the line is intensely fascinating, especially in the high spots where the track is visible below on four levels.

The little railroad operates every-other-day freight service between Laramie and Coalmont. It owns 20 freight cars, three miscellaneous cars, and the usual adjunct to mountain railroading, a rotary snow plow. It leases a diesel road-switcher from the Union Pacific, and sometimes also rents a couple of steam engines.

SALES AT

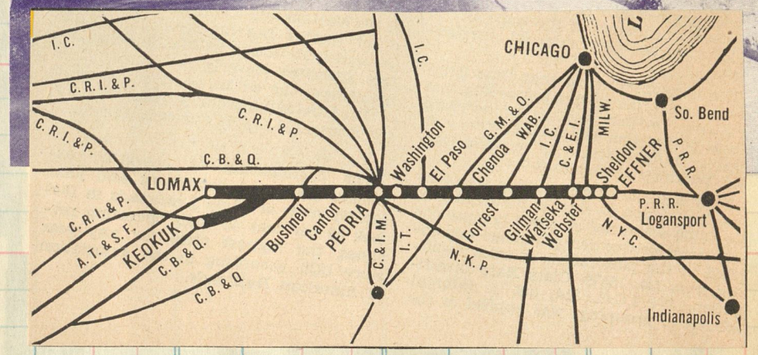
Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

TOLEDO, PEORIA & WESTERN RAILROAD.

GIVE *a brief history of the Toledo, Peoria & Western Railroad.*—W.K., Canton, O., and R.C., Chicago.

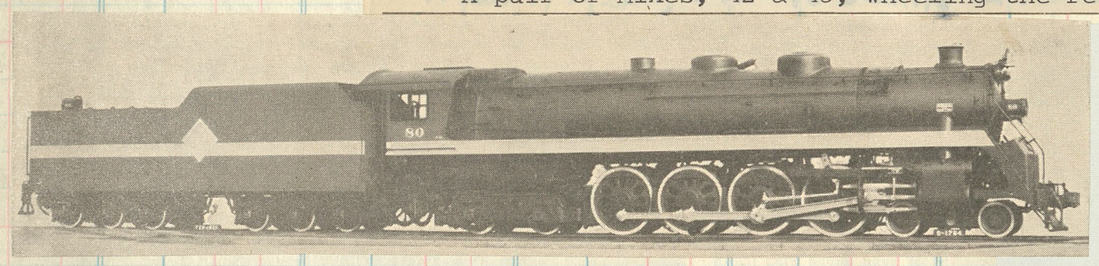
This road, which had its beginnings as the Toledo, Peoria & Warsaw, was chartered on February 14th, 1863, and opened for traffic five years later. In 1880, financial difficulties drove it to foreclosure, and it was reorganized as the Toledo, Peoria & Western Railway. At that time the Wabash, St. Louis & Pacific Railway Company (now the Wabash) leased the line for a period of forty-nine-and-one-half years, the lessees guaranteeing interest on 1st Mortgage and 1st Preferred Income Bonds. Default was made in 1884 and the TP&W emerged from its second crisis, in 1886, as the Toledo, Peoria & Western Railway Company. A third foreclosure and subsequent reorganization gave the system its present designation in 1926.

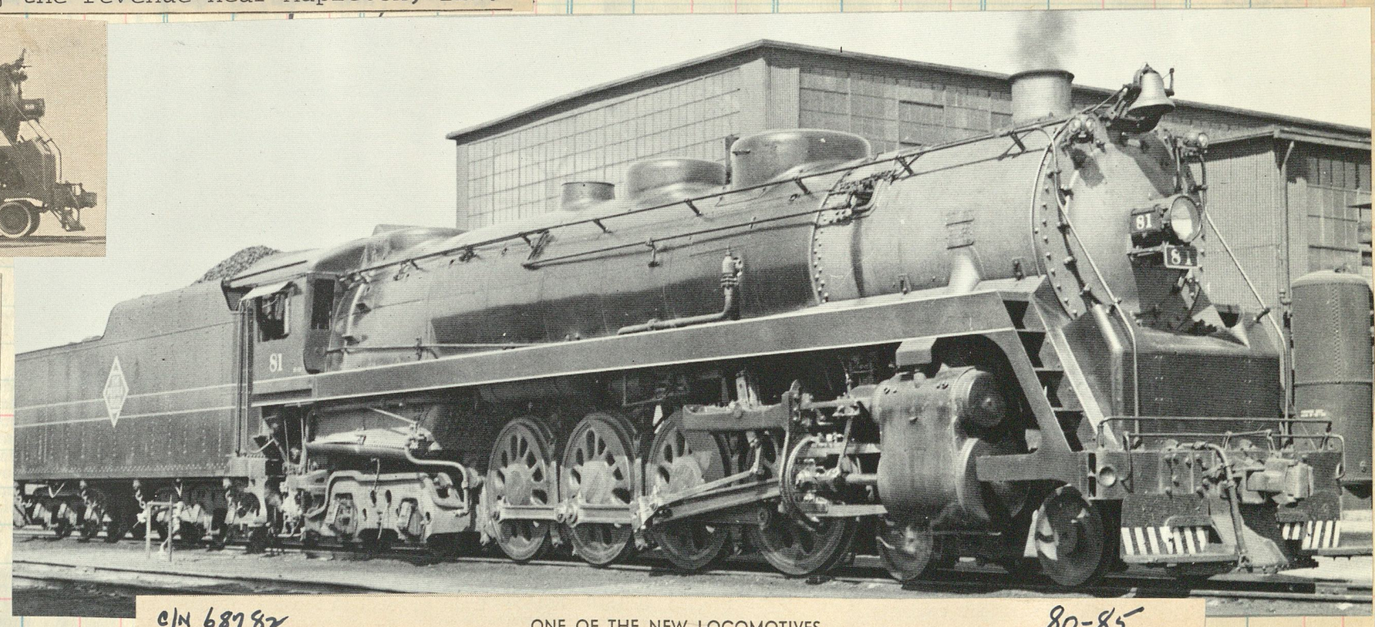
The TP&W is controlled, today, through ownership of its entire common stock (with the exception of certain qualifying shares) by the Prairie Schooner Company. The line extends from Effner, Indiana, to Lomax, Illinois (206 miles); with a branch from La Harpe, Illinois, to Keokuk (29 miles). Equipment consists of 20 locomotives, 135 freight cars, and 59 miscellaneous cars.



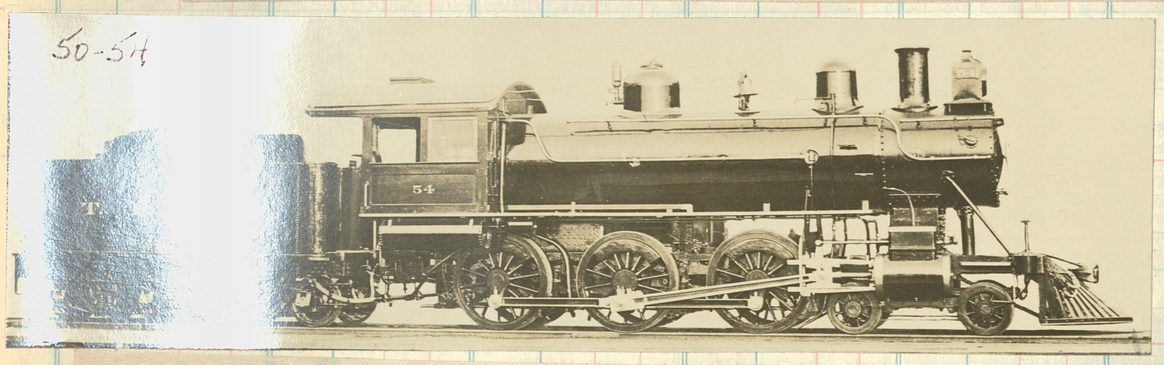
The 42 & 43 built by Richmond 1927 c/n's 67333-34

A pair of Mikes, 42 & 43, wheeling the revenue near Mapleton, Ill.





50-54



Ten wheeler built by Baldwin in 1904 c/n 23636

C/N 68782 80-85

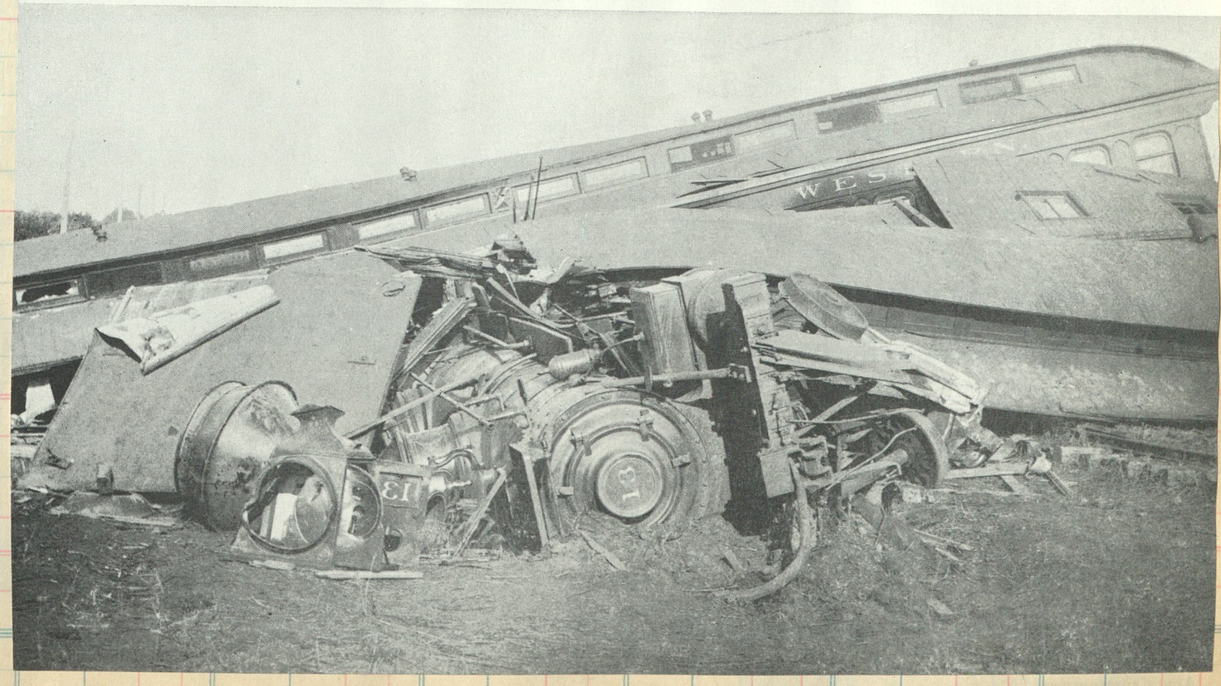
ONE OF THE NEW LOCOMOTIVES

Delivered to the Toledo, Peoria & Western in February, 1937, this American Locomotive Company engine has cylinders 23½ by 30 inches driving wheels 69 inches, boiler pressure 250 lbs., tractive power 51,000 lbs., weight with tender 685,300 lbs., and carries 18 tons of fue and 18,000 gallons of water.

THE CHATSWORTH, ILL. WRECK of Aug. 10, 1887, illustrates the many horrors of rail travel during the last half of the nineteenth century. Eighty-two passengers on a gala Toledo & Peoria excursion train were killed when a small fire-weakened bridge over a culvert collapsed under the weight of the engine. Nine wooden coaches were crushed into a horrible mass.

Collection of the Library of Congress

AFTER ENGINE 13 FELL THROUGH THE BURNING BRIDGE, it rolled into a culvert. The following cars fell on top of it, breaking apart in a shocking manner. The roof of one car lies totally separated frcm the body.



98

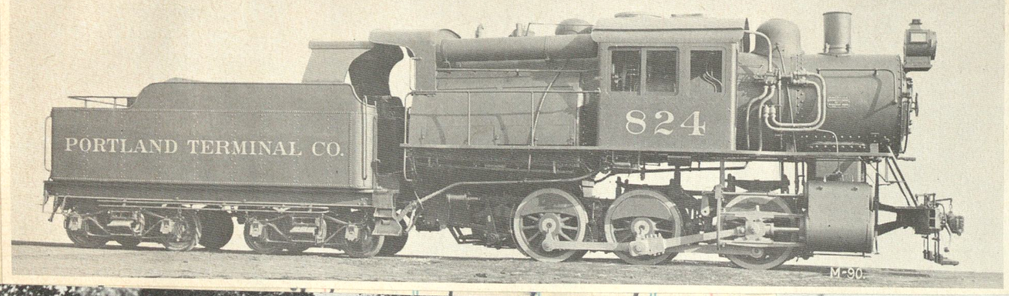
...ork Centra...

PORTLAND TERMINAL COMPANY.

...SALES AT

...old	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

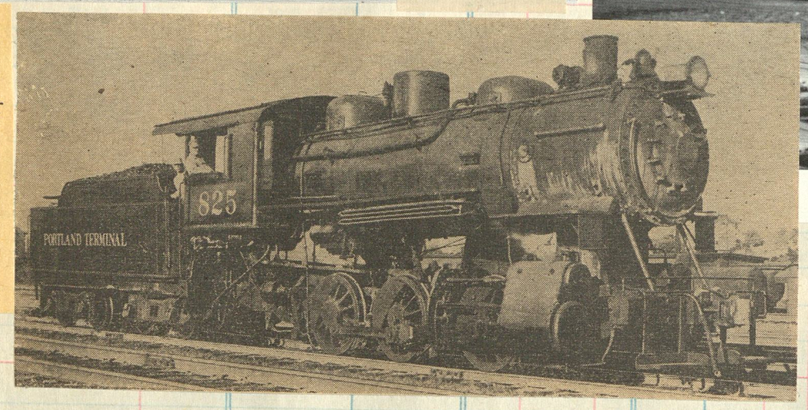
824-827 c/n 50737 Manchester 1912



c/n 26346

#801, former MeC 180, blt by Manchester in 1902

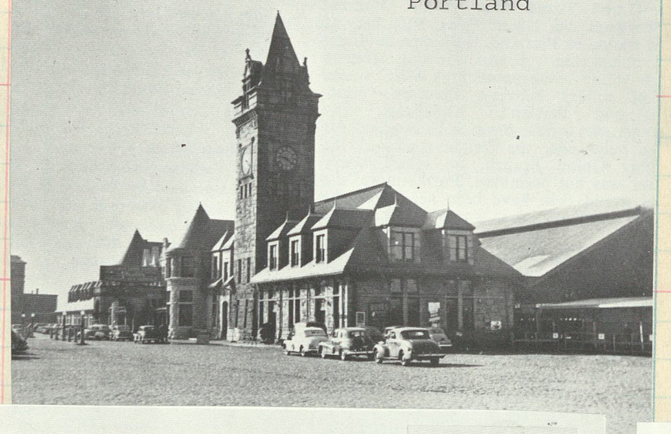
#825 after rebuilding

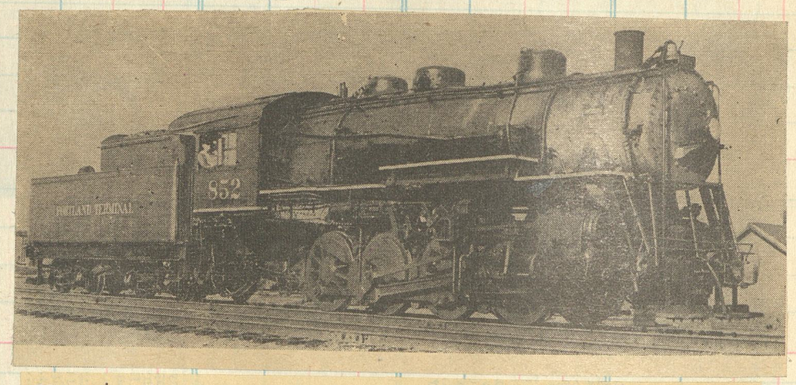


1912

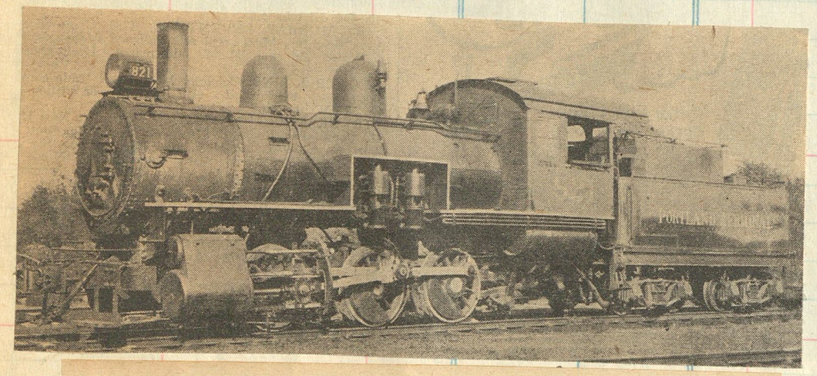
Portland Terminal engine No. 827 at Woodfords, Me.

Union Station
Portland





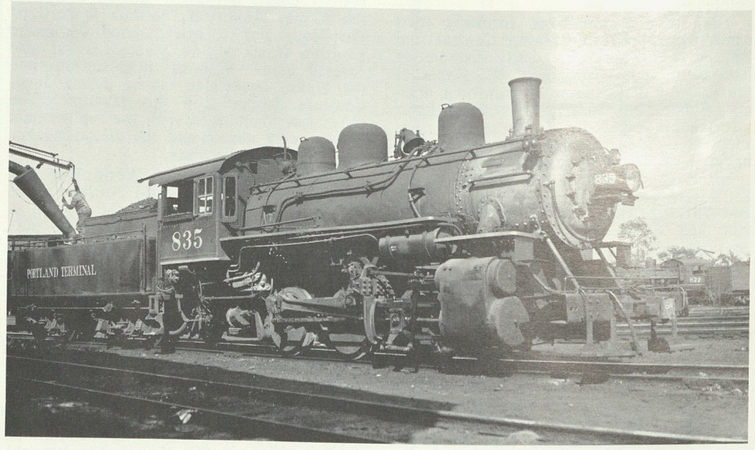
Heaviest power on the PTC. One of two 0-8-0's purchased from the Boston & Maine (ex B&M 601) built at Schenectady in 1916



821 built by Schenectady in 1910
ex Maine Central #165 c/n 49203

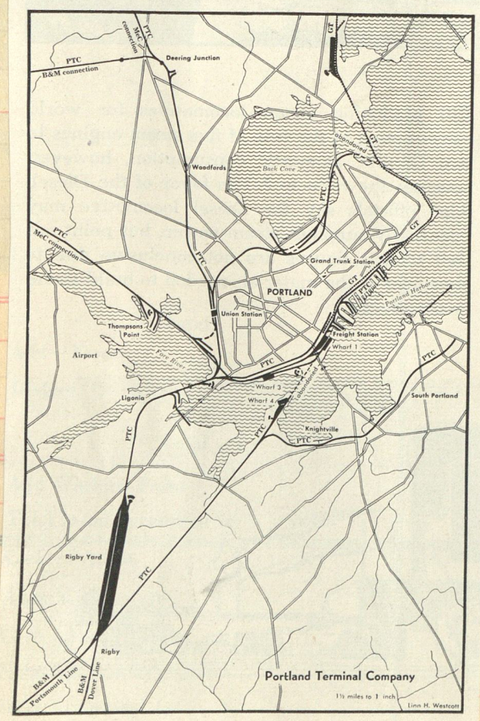
c/n 49204

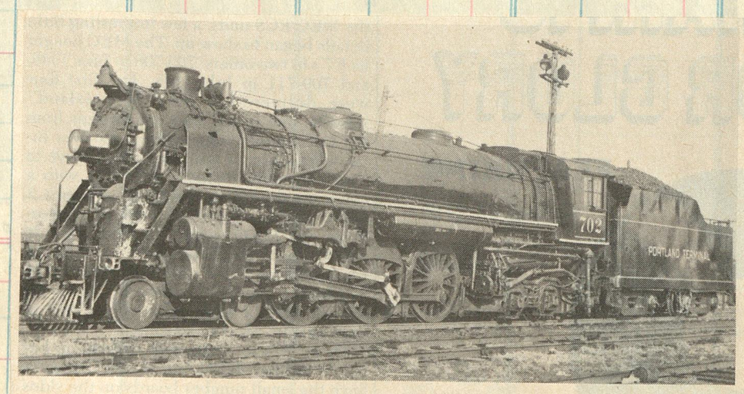
#822, ex MeC 166, blt by Schenectady 1910



C. F. H. Allen

Portland Terminal 835 takes a good drink before getting back to its switching chores. The 0-6-0 was built at Schenectady, N.Y. by Alco in 1920 and spent its entire life working for PT.





MAINE CENTRAL HUDSON 702 spent the last five years of its career at Rigby Yard as property of the Portland Terminal Co. where it was used in snow melting service. This photo is October 1953.

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Printed in U. S. A.

CUT HERE
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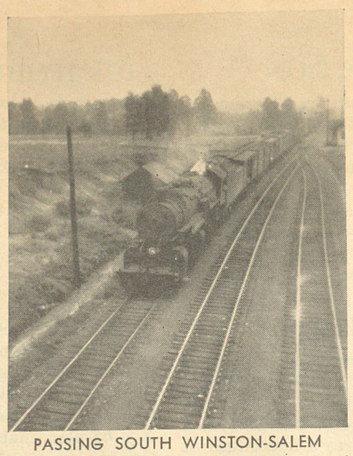
heet

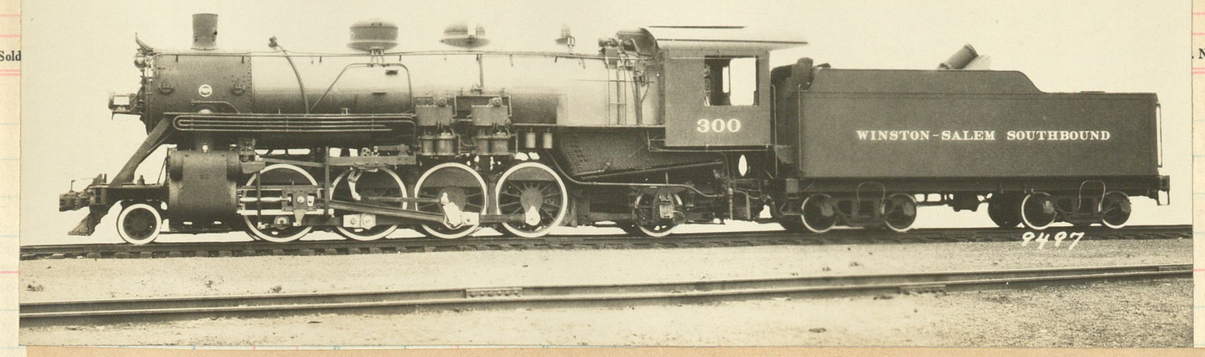
Clos. No. | Sold | Sold | . No. | Sold | Amount | Clos. No. | Sold | Amount | Amount



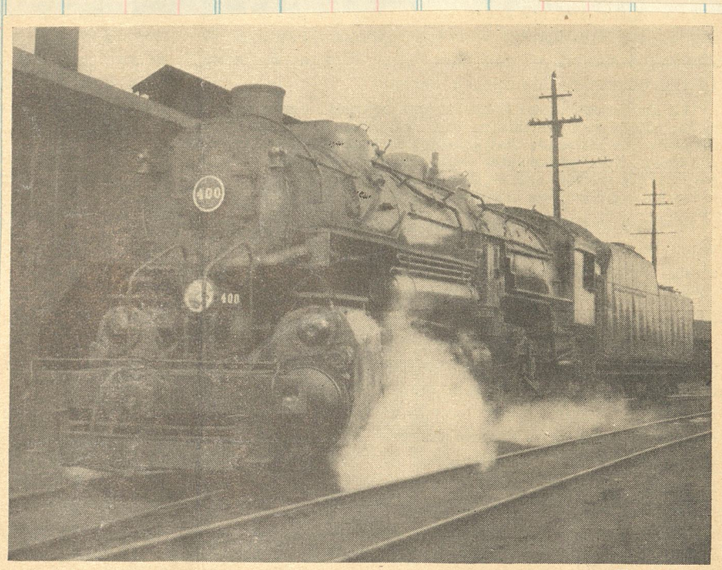
PASSING SOUTH WINSTON-SALEM

Train 208, of the Winston-Salem Southbound Railroad. In the cab of the engine are Brother A. G. Barnes of Div. 743 and R. Conrad, fireman.

WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY.



Baldwin delivered a pair, 300-301, of Mikes in 1925 c/n 58380

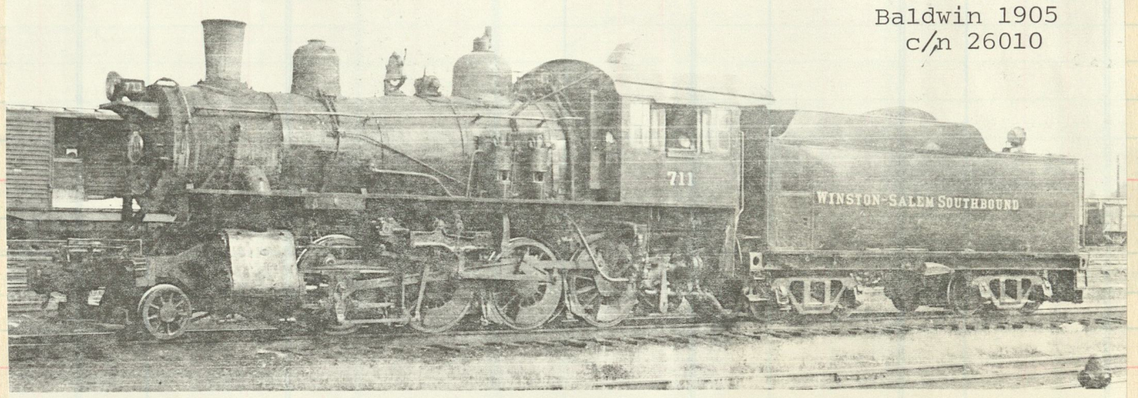


W.-S.S. Ry. Co.

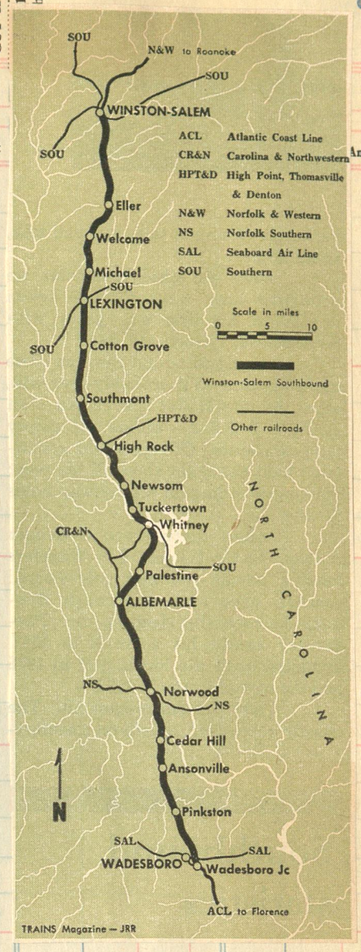
WINSTON-SALEM SOUTHBOUND RAILROAD KEEPS HER PUFFING

One of the eight locomotives on the active Winston-Salem Southbound is engine 400, a 2-6-6-2 type which pulls heavy freight drags along the Yadkin River in North Carolina.

Baldwin 1905
c/n 26010

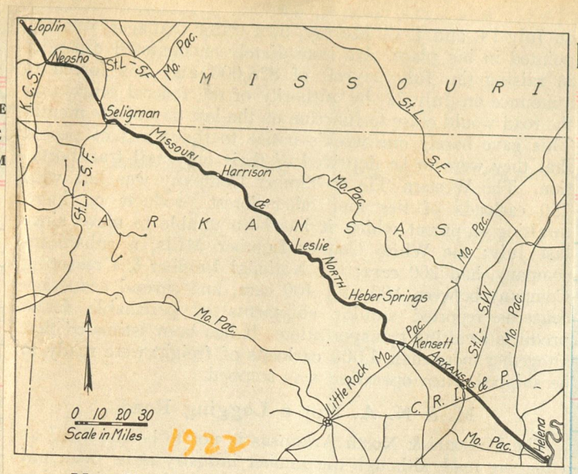


Winston-Salem Southbound Ry W-2 No. 711 2-8-0 at Winston-Salem, N.C., in 1956 was formerly N&W Ry No. 711. *Harold K. Vollrath*



Ex N&W #1393 c/n 41525 Baldwin 1914

100



Map Showing the Missouri & North Arkansas

Missouri & North Arkansas

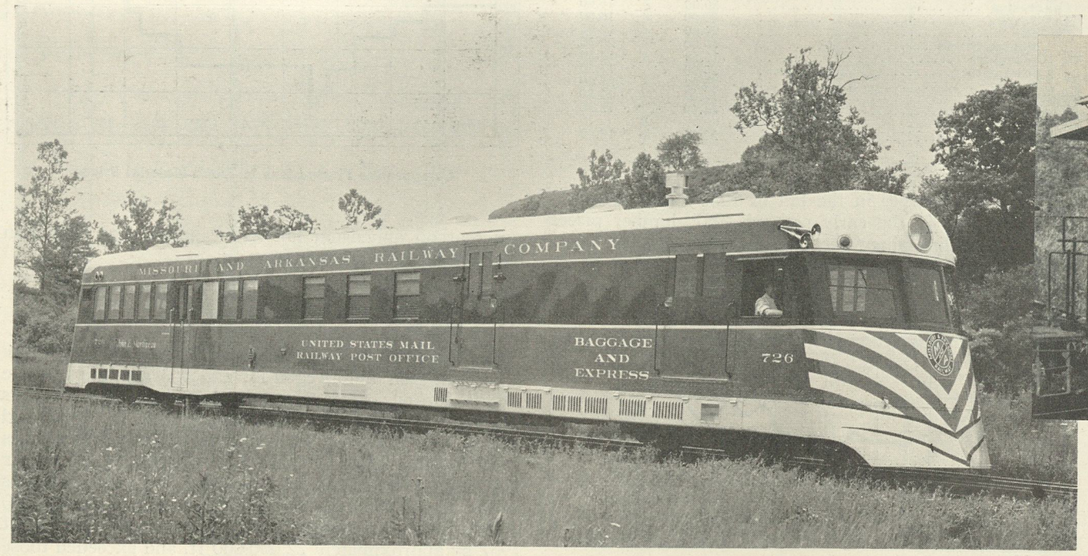
MISSOURI AND ARKANSAS RAILWAY. CO.

GENERAL OFFICERS.

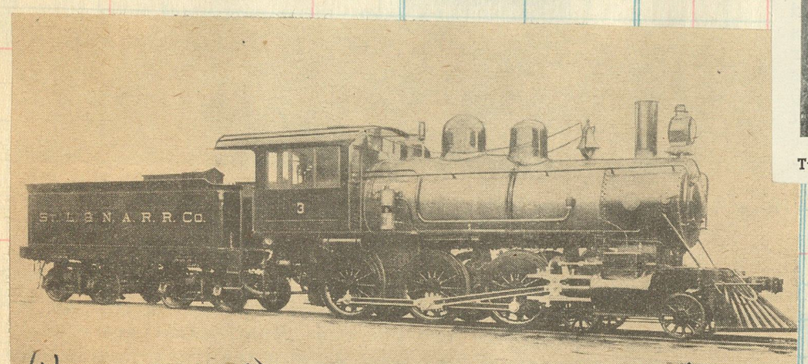
FRANK KELL, Chairman of Bd.. Wichita Falls, Tex.	H. P. MITCHELL, General Freight & Passenger Agent.....Harrison, Ark.	A. TERRY, Road Master.....Harrison, Ark.
JOE A. KELL, President..... "	E. T. PARKER, Car Accountant..... "	O. AHLSTRAND, Road Master.....Searcy, Ark.
L. A. WATKINS, Exec. Vice-Pres...Harrison, Ark.	M. L. CARLSON, Superintendent Motive Power..... "	L. HOLDER, Supervisor Bridges and Building.....Harrison, Ark.
J. R. TUCKER, General Manager.... "	LEO UNWER, Store Keeper..... "	J. M. MCGAUGHEY, Auditor of Disbursements..... "
J. E. HALTER, Assistant to General Manager..... "	M. MCKIMMEY, Resident Engineer.. "	G. M. TONEY, Auditor Freight & Passenger Accounts..... "
W. A. LITTLE, Traffic Manager..... "		T. N. FLINN, Claim Agent..... "
R. M. ATTERBURY, Supt. Trans..... "		

GENERAL OFFICES, HARRISON, ARK.

Miles of road operated, 365. Gauge, 4 ft. 8½ in. Locomotives (coal burning), 18. Railway Express Agency, Inc., operates over this line.



Two Rail Motor Cars of This Type Were Delivered to the Missouri & Arkansas in June, 1938, by the American Car and Foundry Company



(WIGGINS FERRY CO) CN 1145

Photo from E. G. Baker

One of the original 4-6-0s built for the old St. Louis & North Arkansas, this builder's photo shows the 3-Spot while she was still being tested at the Dickson plant in ~~1896~~ 1900

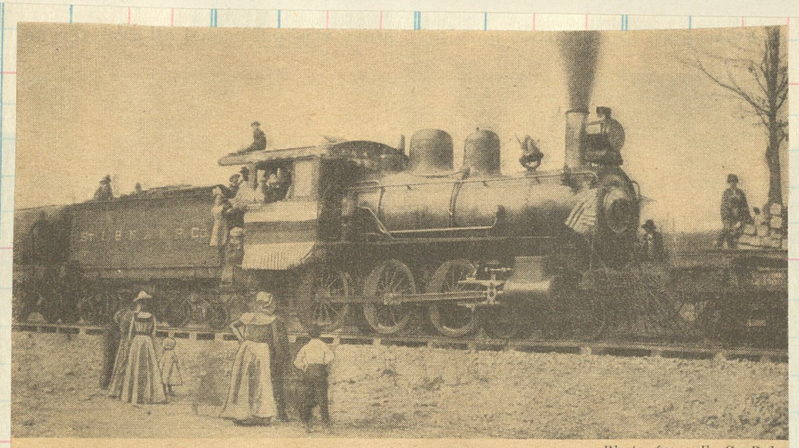
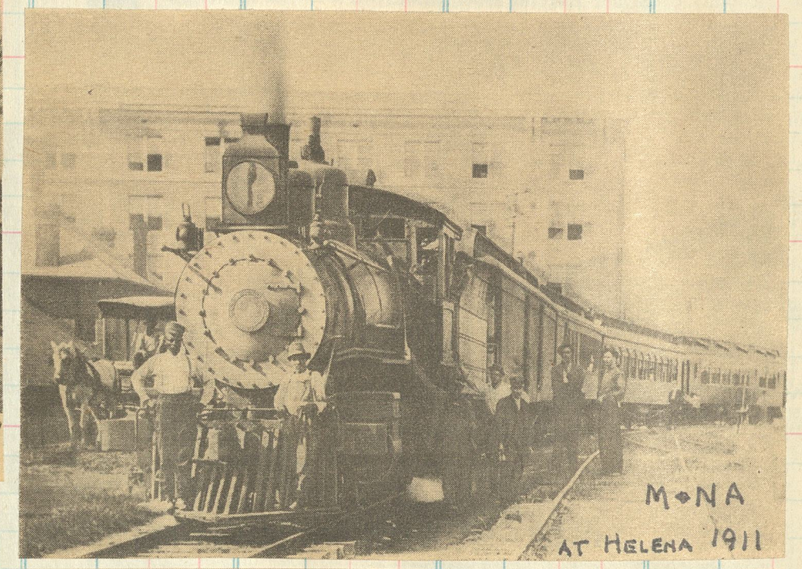


Photo from E. G. Baker

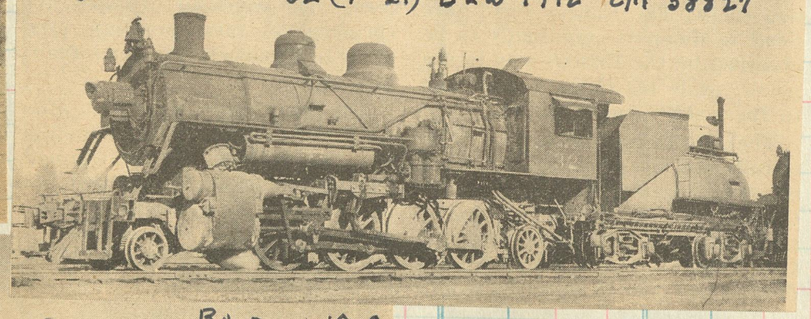
Ozark Mountain children sighting their first train at Harrison, Boone County, Ark., at 9:15 a.m., March 22, 1901. This is the 3-Spot built by Dickson 1900



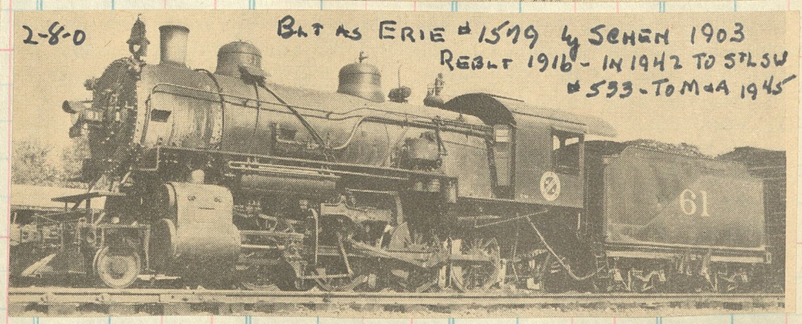
COOKE 1901
CN 2674

4-6-0

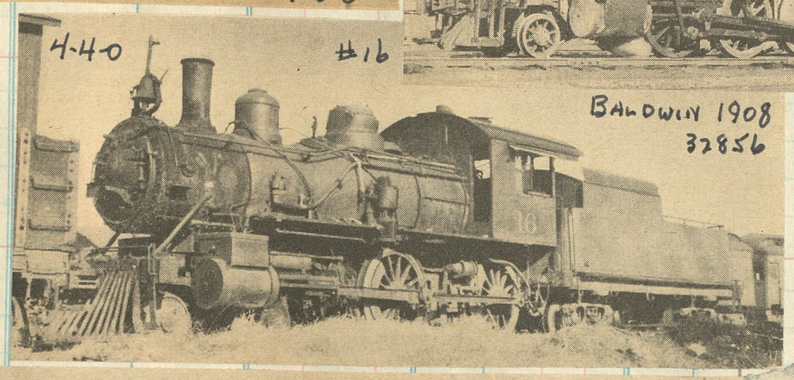
2-8-2 #32 (1521) BLW 1912 C/N 38827

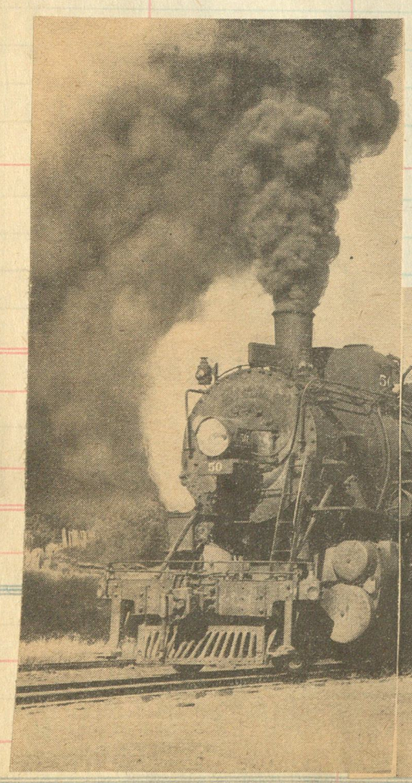


2-8-0 BLT AS ERIE #1579 by SCHEN 1903
REBLT 1916 - IN 1942 TO STLSW #593 - TO M•A 1945

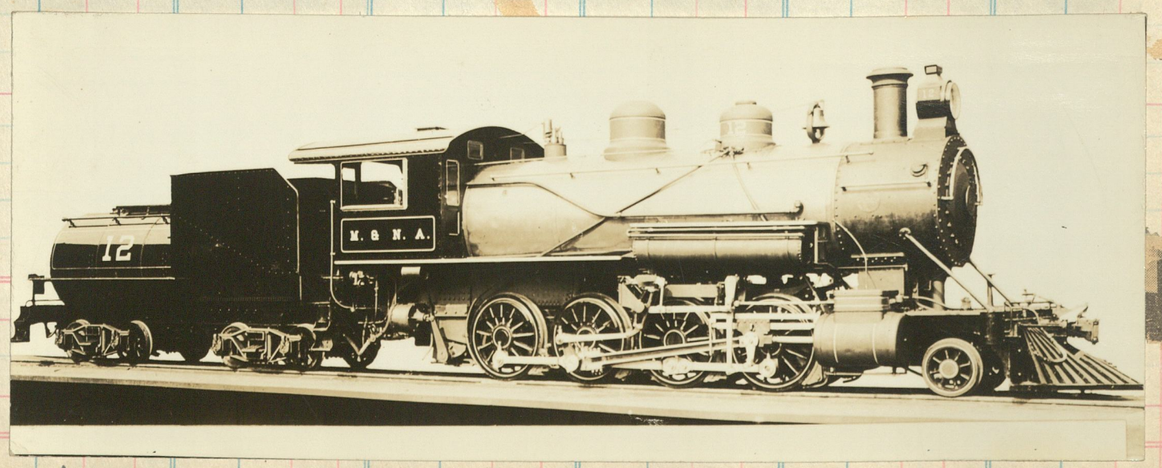


4-4-0 #16 BALDWIN 1908 32856





MIKADO #50 - BLT BY BLW 1913 AS ABOA 101 - ABOC 201 C/N 40306



Delivered by Baldwin 1907, Nov 10-14, C/O 31336

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Printed in U. S. A.

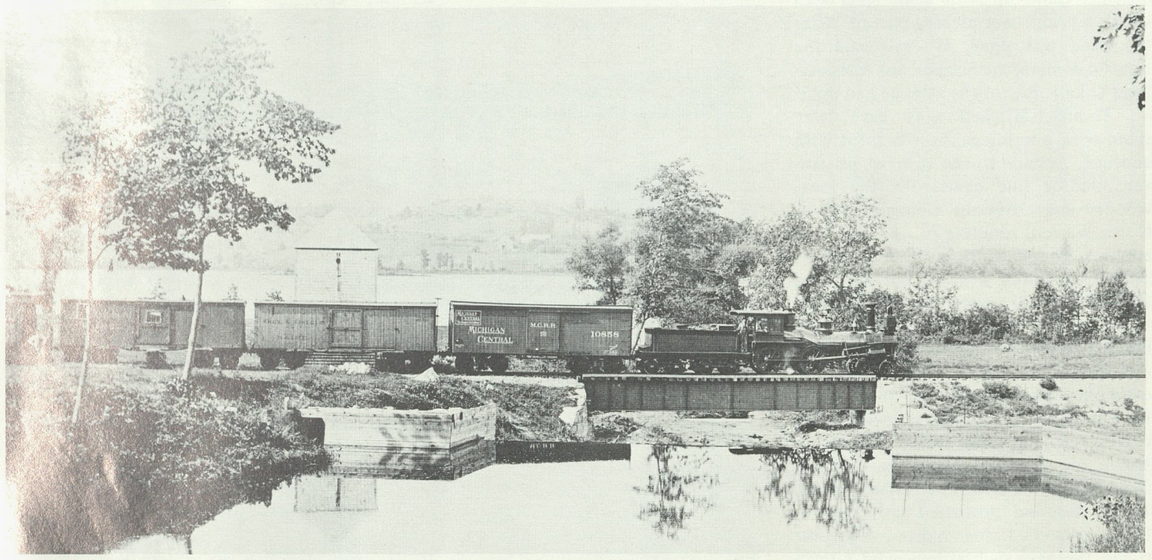
CUT HERE To Make Short Sheet

KNOX RAILROAD

In August 1889 the Georges Valley R.R. was incorporated to build from the Knox & Lincoln R.R. in Warren, Me. to Union, but it was not until December 1893 that full-time operation commenced. The line was originally planned as a 3 ft. gauge railroad, then 2 ft., after the Wiscasset & Quebec was built nearby, but was finally built to standard gauge with 51 lb. rail. The line was built by the same contractor who built the Wiscasset & Quebec and the Portland & Rumford Falls Railroads; one James Mitchell. He immediately became a Director and the Gen. Mgr. of the Georges Valley, becoming President a few years later, and serving in that capacity until 1905.

This Georges Valley train was photographed at Union, Maine in June 1914. The 4-4-0 is G.V. #4. acquired from the Maine Central not six years earlier. The ancient combine is combination car #2, also acquired from the MEC about 1905, which is said to have been scrapped about 1919 and replaced by #3 which was formerly D.L.&W. combination car #838.

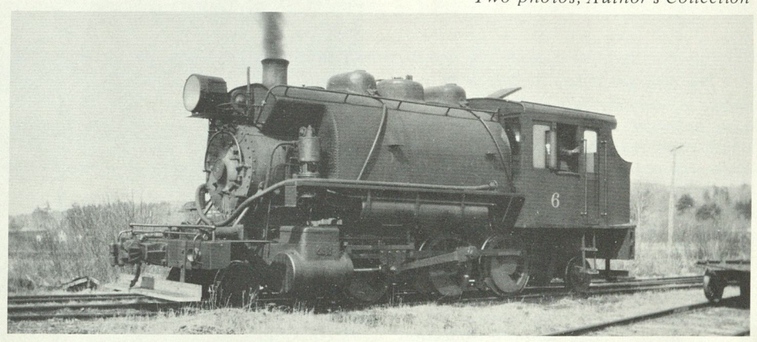
The #4 blt by Portland 1877 as MeC #63 "Wm. G. Davis" c/n 323. Renoed 32. To G.V. in 1908



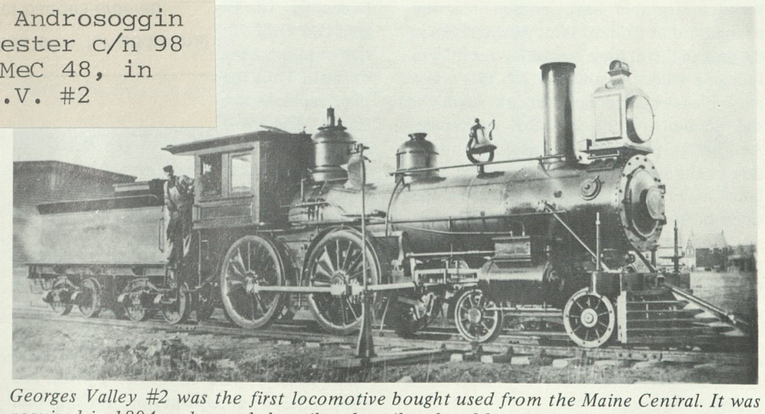
While information and photographs on the early operations of the Georges Valley are quite sketchy, at best, the locomotive seen in this early view is believed to be G.V. #1, which was built by the New Haven in 1870. Since the Knox & Lincoln R.R. had been leased to the Maine Central in 1891, it is quite possible that the second car in this train was sold to the G.V. for its own use but still carried the name of its original owner. Note its similarity to the third car, which appears to have been modified for on line use only with L.C.L., express and such.

These two photos show Knox R.R. #6 at Union in the early 1930's. The upper view looks south. Note the "cut-out" in the saddle tank for the air pump and hose for taking water with a steam syphon.

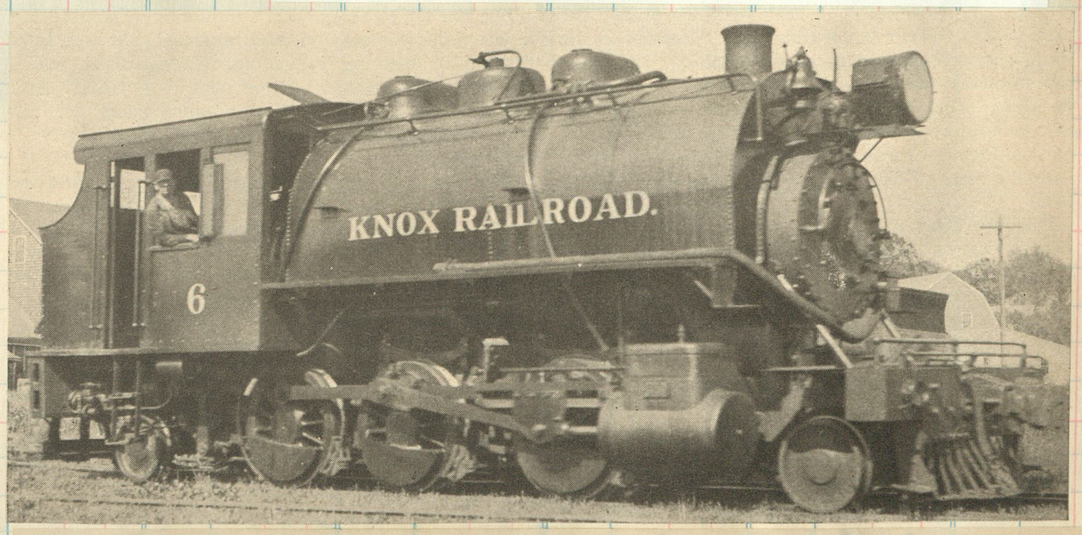
Two photos; Author's Collection



G.V. #2 blt as Androsoggin RR #7 by Manchester c/n 98 in 1867. Noed MeC 48, in 1894 sold to G.V. #2



Georges Valley #2 was the first locomotive bought used from the Maine Central. It was acquired in 1894 and served the railroad until replaced by a second 4-4-0 from the MEC in July 1901.



#6 built by Cooke in 1924, c/n 65348, sold to the U.S.Navy for use at Chatham Annex Yorktown, Va. In 1948 sold to Smithfield Terminal.

102

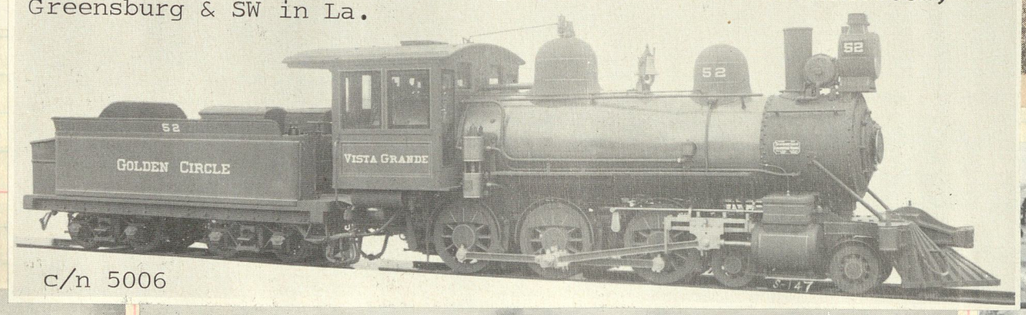
Florence & Cripple Creek RR

THE GOLD BELT LINE

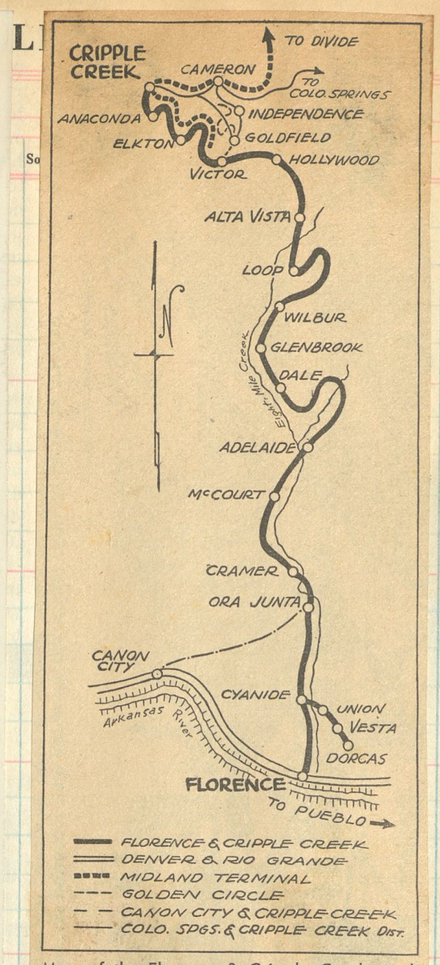
Chartered in 1893 & opened for service July 1894 - A result of serve floods in Eight Mile Canyon, line from Wilbur to Florence abandoned May 1914. Remaining piece from Wilbur to Cripple Creek torn up April 1915

Florence & Cripple Creek

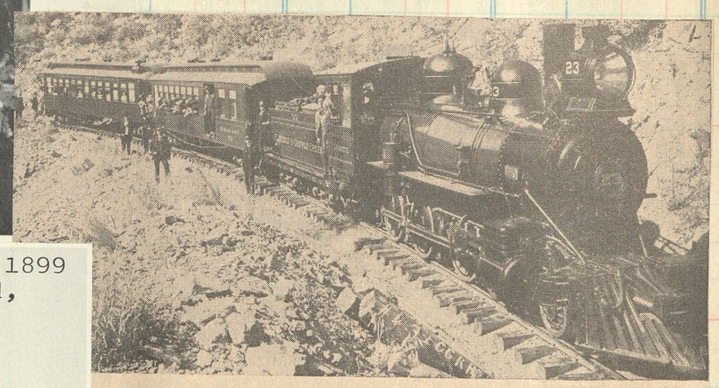
F&CC 52 was one of three 10 wheelers built by Schen April 1899 In 1915 to CC&CS #28 and five years later sold to Kentwood, Greensburg & SW in La.



c/n 5006



Map of the Florence & Cripple Creek, and its affiliated lines.

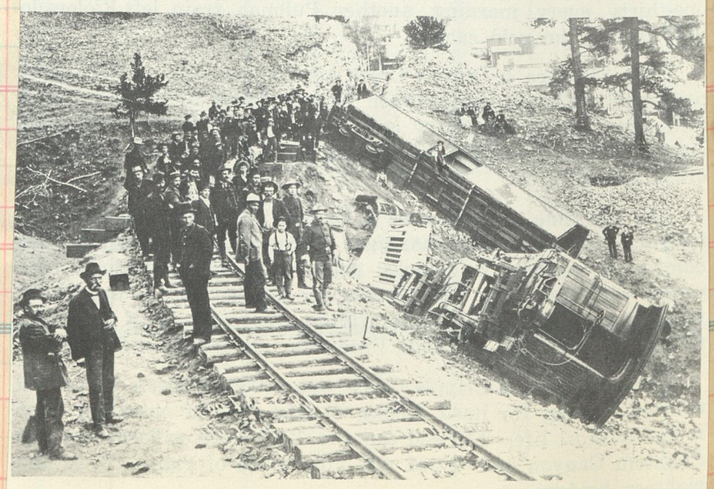


OLD ENGINE 23 OF THE FLORENCE & CRIPPLE CREEK RR.

F&CC
FLORENCE &
CRIPPLE CREEK

Cripple Creek with its rich ores was a mecca for railroads. The Short Line came in from the east, the Midland Terminal from the north. From the south came the narrow-gauge Florence & Cripple Creek, long since abandoned. At left the Florence and Cripple Creek winds around Lone Tree Rock, one of the obstacles that must have driven the surveyors crazy when the line was laid out. Above: Two F&CC trains are on the double bow knot which lifted the line out of a narrowing canyon. The upper train is an upgrade freight, the lower a downgrade passenger carrying, probably, miners and tourists. The right of way is now a beautiful mountain highway from Florence to Cripple Creek. Both by L. C. McClure.

Anaconda was one of several mining towns between Cripple Creek and Victor to be served by the Florence & Cripple Creek. (State Historical Society of Colorado)



Wreck of the Florence & Cripple Creek near Anaconda, July 2, 1894, one day after the arrival of the gold camp's first train. (State Historical Society of Colorado)

No 23, the GRANITE, blt by Schen 1900. c/n 5420 Cost $11,624. Sold 1915 to N.C.O. 23. Retd 1927

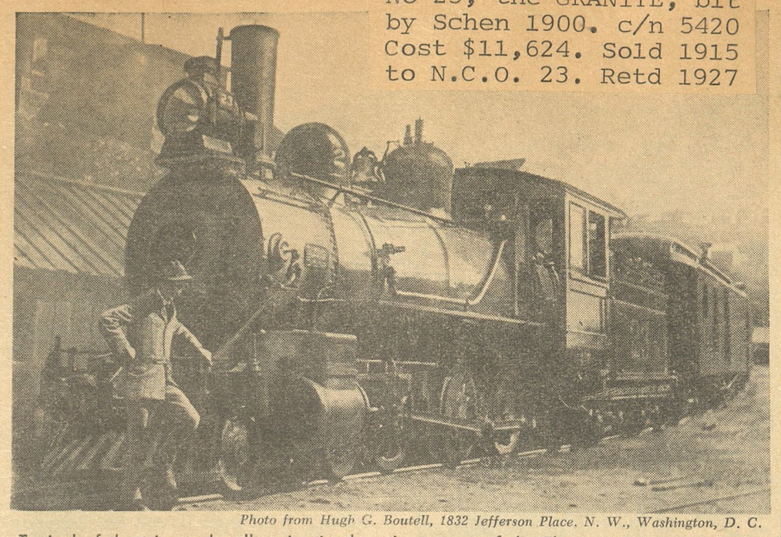
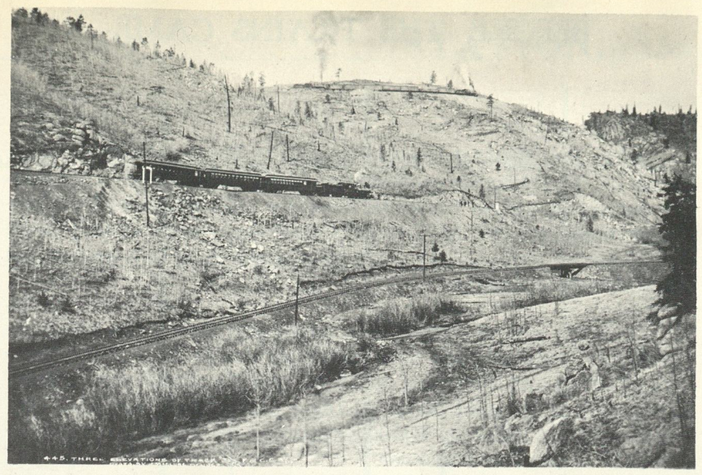
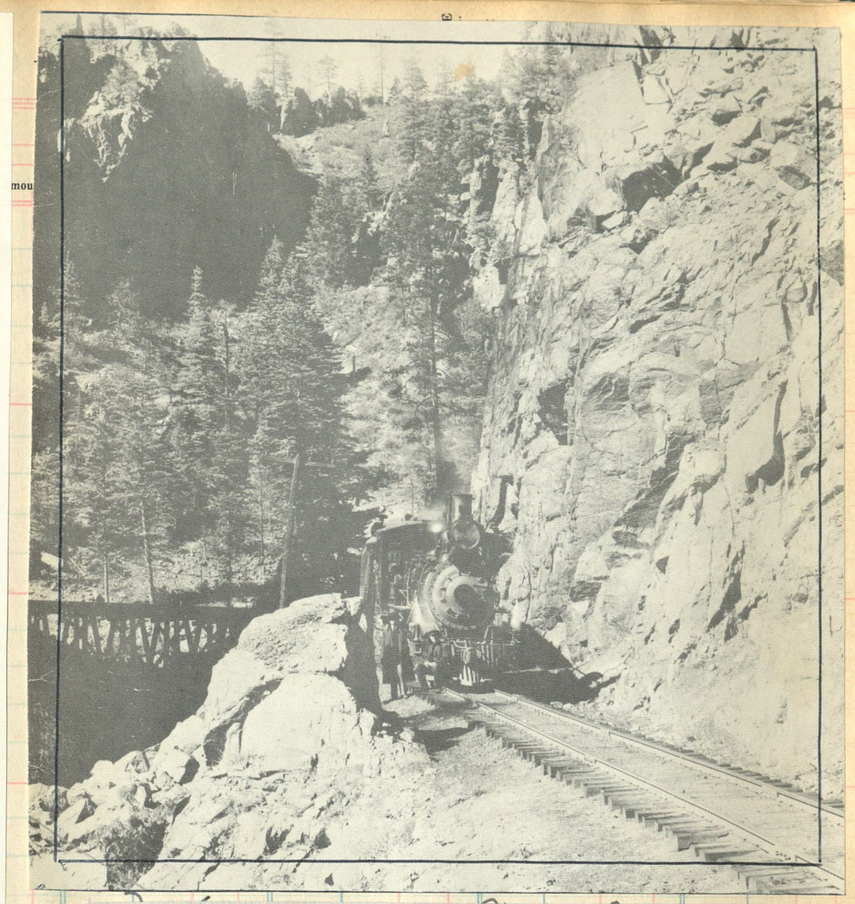


Photo from Hugh G. Boutell, 1832 Jefferson Place, N. W., Washington, D. C.

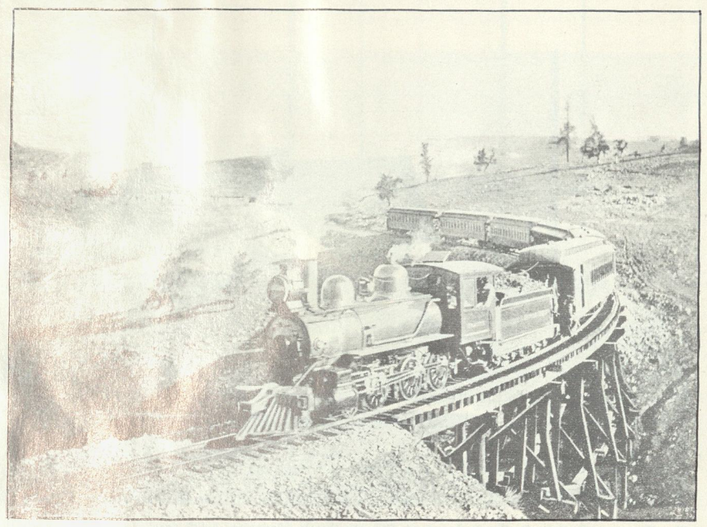
Typical of the trim and well maintained motive power of the Florence & Cripple Creek was the 23, shown here as she looked at her mine-town terminal in 1907.



The Cripple Creek District's first train was the narrow gauge Florence & Cripple Creek. It approached the gold camp over these steep grades just south of Victor. (Denver Public Library Western Collection)

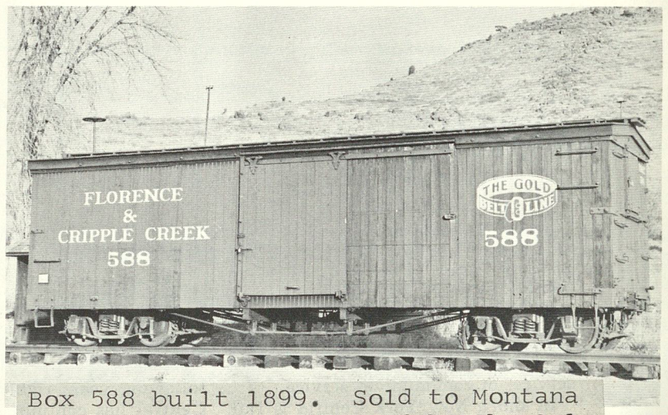


No 22 proudly poses at Phantom Rock



The Florence & Cripple Creek provided daily Pullman service between Cripple Creek and Colorado Springs, Pueblo and Denver.

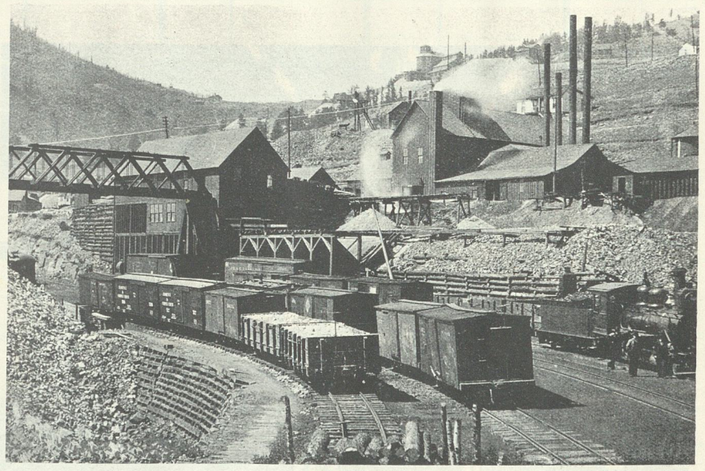
On leaving the mining district, the Florence & Cripple Creek dropped down into rugged Phantom Canyon over a series of spectacular loops. (Denver Public Library Western Collection)



Box 588 built 1899. Sold to Montana Southern 1919. Recovered by the Colo Railroad Museum and now on display.

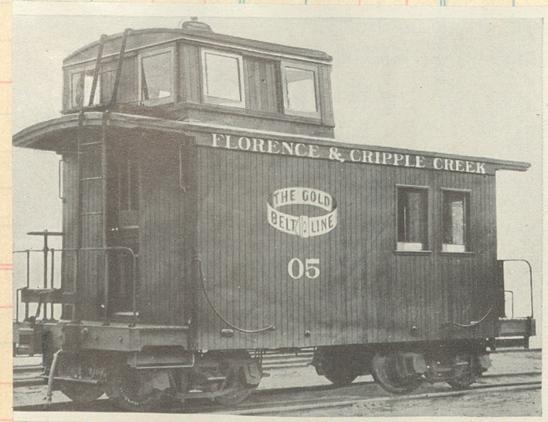
Eng 23 with six cars of passengers southbound out of Cripple Creek

The old Palace Hotel in Cripple Creek where the stages loaded and unloaded.

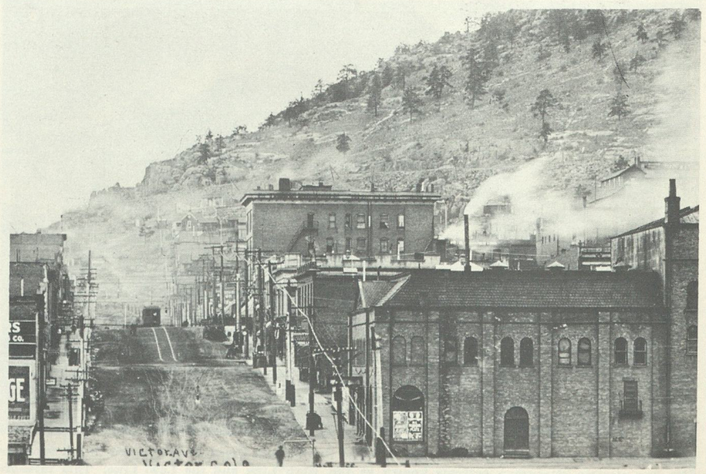


The District's yards for the Florence & Cripple Creek Railroad were in Victor just below the rich Strong Mine.

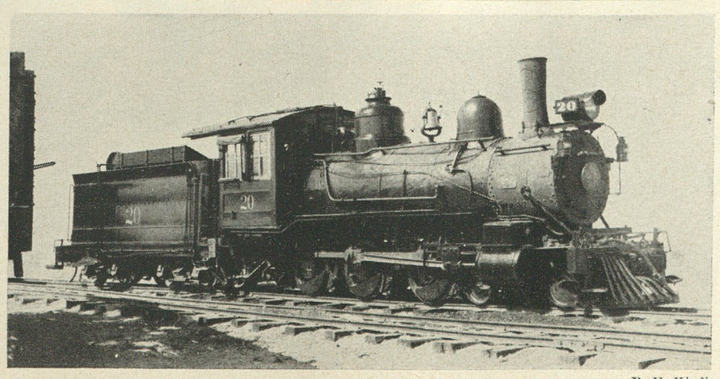
Automobiles have been passing over the Florence & Cripple Creek grades since 1918 when the scenic Phantom Canyon Road was opened. Even today many of the old railroad bridges, trestles, and tunnels are still in use.



Blt by ACF 1899



In 1900 Victor had a population of over 18,000. It was tied to the District's other cities with two street car systems. (Collection of Fred and Jo Mazzulla)

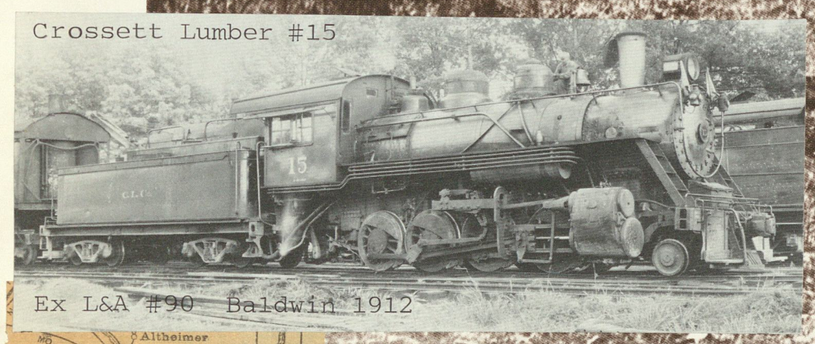


R. H. Kindig.

20, the "Portland" built by Schenectady in 1899, c/n 5007. Went to RGS in 1916 as #20. Purchased by Rocky Mtn Railroad Club in 1952 and now on static display Colorado Railroad Museum, Golden, Colo.

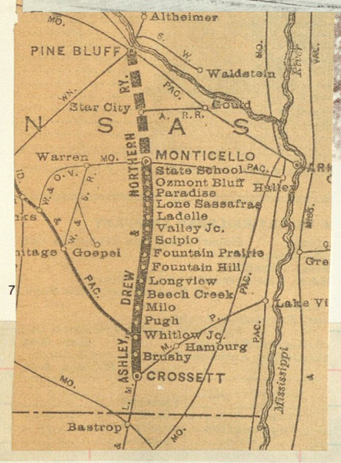
ASHLEY, DREW & NORTHERN RAILWAY COMPANY

Eng 10 arriving at the mill yard near Crossett



Crossett Lumber #15

Ex L&A #90 Baldwin 1912



	No. 1 Mixed.	Mls	June, 1933	No. 2 Mixed.
	†1200 Noon	0	lve.....Monticello ô ...arr.	10 30 A M
	f –	2.3	.....State School	f –
	f –	4.9	.....Ozmont Bluff	f –
	f –	8.9	.....Lone Sassafras.....	f –
	12 40 P M	11.4	.....Ladelle..... ô	9 50 »
	f –	12.7	.....Valley Junction	f –
	f –	14.1	.....Youngstown	f –
	f –	16.1	.....Scipio	f –
	f –	17.9	.....Fountain Prairie	f –
	f –		.....Roark	f –
	1 20 »	21.2	.....Fountain Hill.... ô	9 10 »
	f –	25.1	.....Longview	f –
	f –	27.0	.....Beech Creek.....	f –
	f –	29.2	..... Milo	f –
	f –	32.0	.....Norrell Spur.....	f –
	f –	33.2	..... Pugh	f –
	2 15 »	35.9	.... Whitlow Junction	8 15 »
	2 50 P M	40.7	arr.....Crossett ô ... lve.	†8 00 A M

Ashley, Drew & Northern

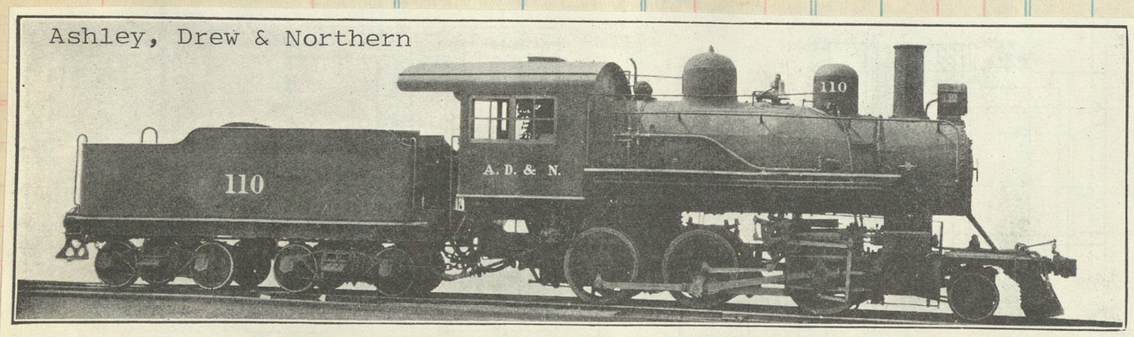
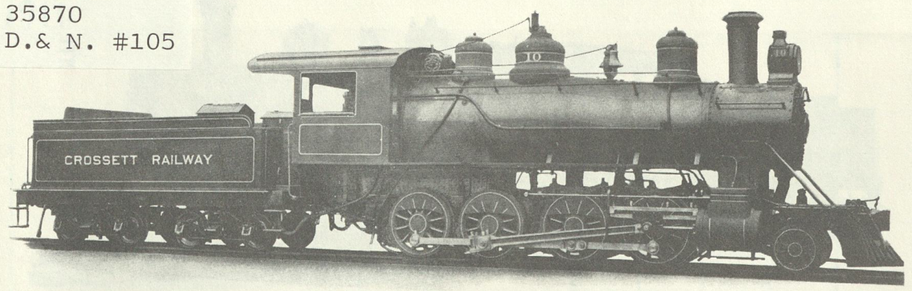


Fig. 32— Mogul (2-6-0) Locomotive for Freight Service. Built for Crossett Lumber Company by the Lima Locomotive Works, Inc. 1920
c/n 6125

Gage	4 ft. 8½ in.	Heating Surfact, Tubes	1,383 sq. ft.
Cylinders	18 in. x 24 in.	Heating Surface, Firebox	120 sq. ft.
Steam Pressure	200 lbs.	Heating Surface, Total	1,503 sq. ft.
Diam. of Drivers	50 in.	Grate, Area	24.5 sq. ft.
Tractive Effort	26,400 lbs.	Weight on Drivers	112,000 lbs.
Driving Wheel Base	12 ft.	Weight, Total	127,500 lbs.
Total Wheel Base	19 ft. 8 in.	Fuel	Soft coal

Baldwin 1911
c/n 35870
to A.D.& N. #105



Consolidation Type Locomotive for the Crossett Lumber Co., Crossett, Arkansas

Class 10-34-E, 1975 — **Code Word, REDACCENDO**

GENERAL DIMENSIONS

Gauge	4′ 8½″	Heating Surface—Firebox	142 sq. ft.	Fuel Capacity	7 tons
Cylinders	20″ x 24″	Tubes	1630 sq. ft.	Service Conditions—	
Boiler—Diameter	56″	Total	1772 sq. ft.	Grades, 1½ per cent.	
Working Pressure	180 lbs.	Grate Area	30.3 sq. ft.	Rails, 45 pounds per yard.	
Fuel	Soft Coal	Driving Wheels—Diameter	50″	Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:	
Firebox—Length	102 11/16″	Truck Wheels—Diameter	30″	On a Level	2,965 tons
Width	42 5/8″	Wheel Base—Driving	14′ 6″	" ½ per cent. grade	1,400 tons
Tubes—Number	241	Total Engine	22′ 0″	" 1 " "	865 tons
Diameter	2″	Total Engine and Tender	49′ 3″	" 2 " "	460 tons
Length	13′ 0″	Weight—On Driving Wheels	115,250 lbs.	" 3 " "	295 tons
		Total Engine	130,850 lbs.	" 4 " "	200 tons
		Total Engine and Tender	210,000 lbs.	" 5 " "	145 tons
		Tank Capacity	4,000 gals.	" 6 " "	105 tons

NYCS
A P A-46

4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

CUT HERE
To Make
Short Sheet

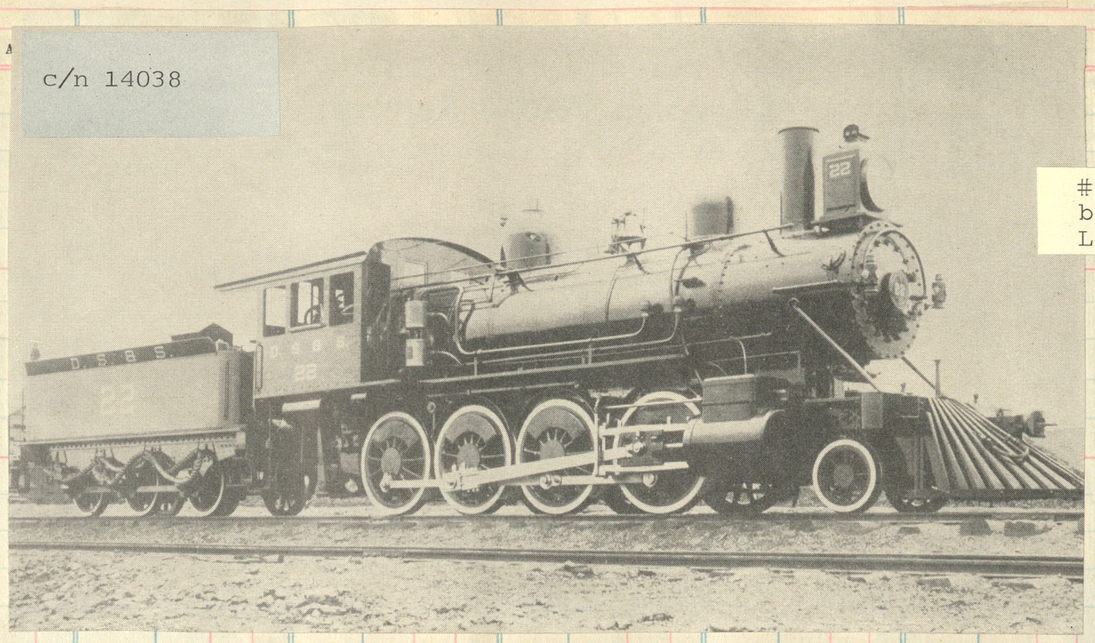
105

Delaware, Susquehanna & Schuylkill Railroad

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

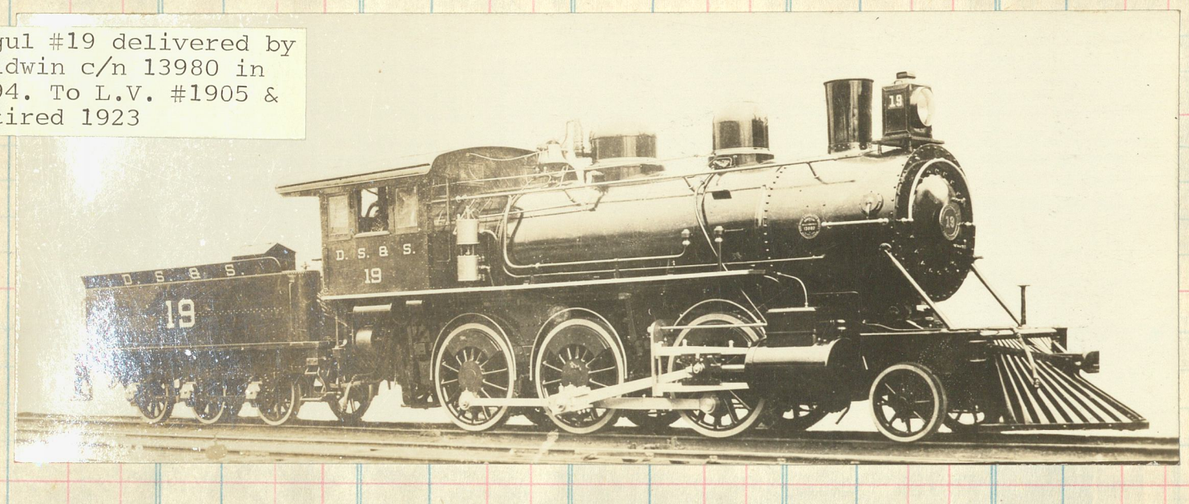
D.S.& S. absorbed by Lehigh Valley in 1905

c/n 14038

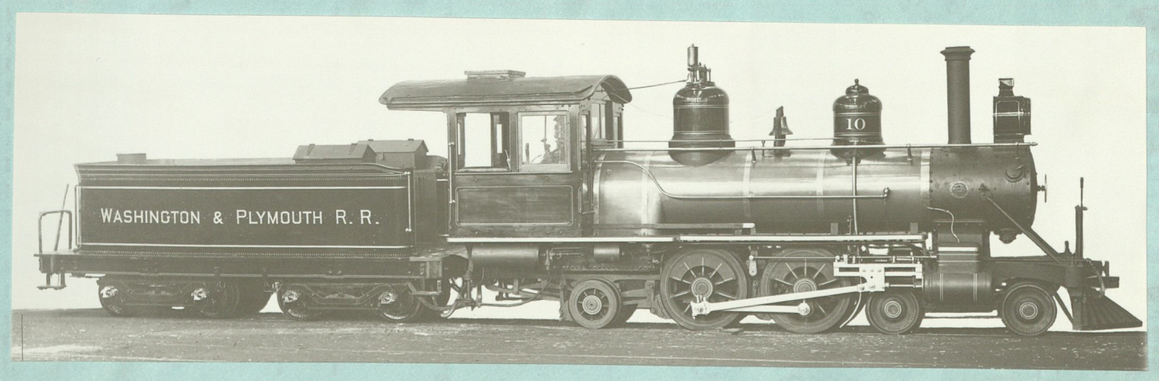


#22, one of eight (22-29) blt by Baldwin 1894. Renoed L.V. 608

Mogul #19 delivered by Baldwin c/n 13980 in 1894. To L.V. #1905 & retired 1923



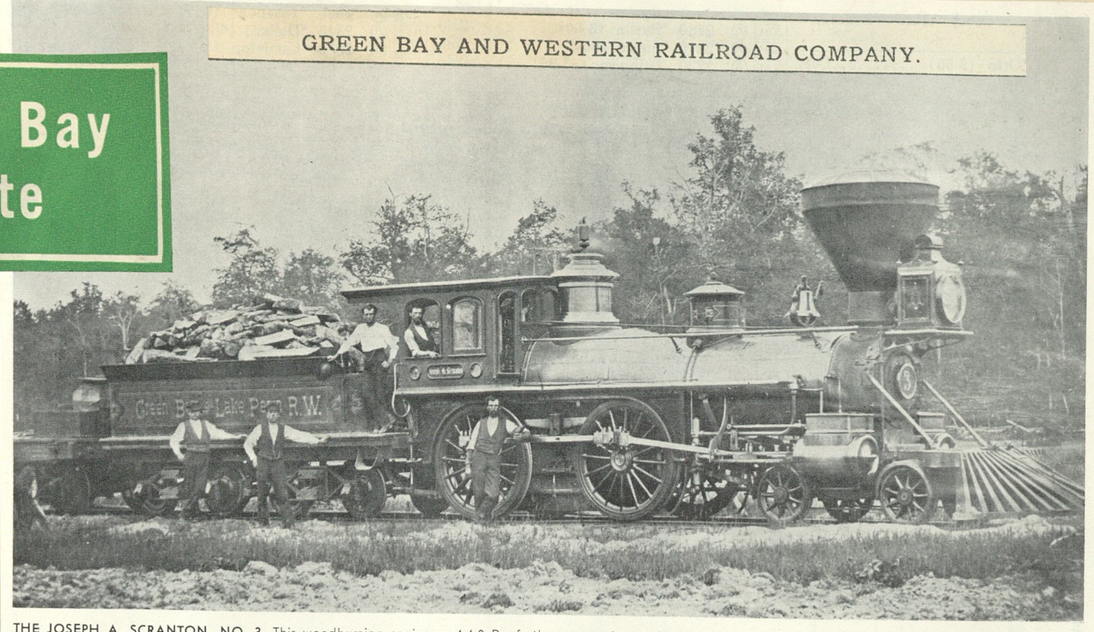
WASHINGTON & PLYMOUTH



Records indicate this jaunty little gal was the only narrow gauge (3') 4-4-2 built for domestic service. Constructed by Baldwin in 1902, c/n 20151. Later sold to the Norfolk City Lumber Co. and still later to the Wellington & Powelsville #9.

106

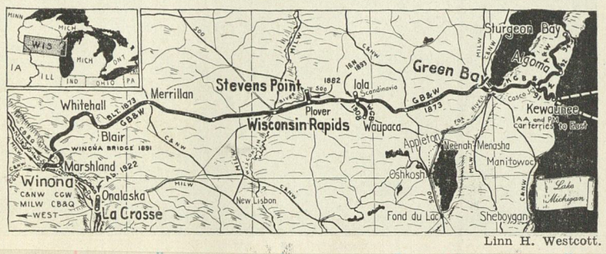
Green Bay Route



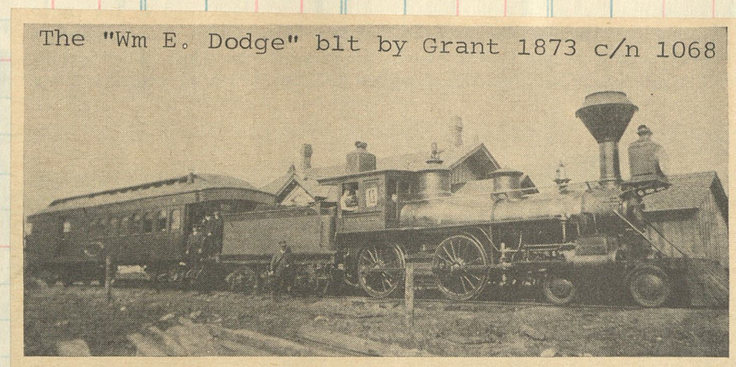
THE JOSEPH A. SCRANTON, NO. 3. This woodburning engine, a 4-4-0 Danforth, was used to pull the first Green Bay & Lake Pepin train from Green Bay to New London, December 19, 1871.

1871

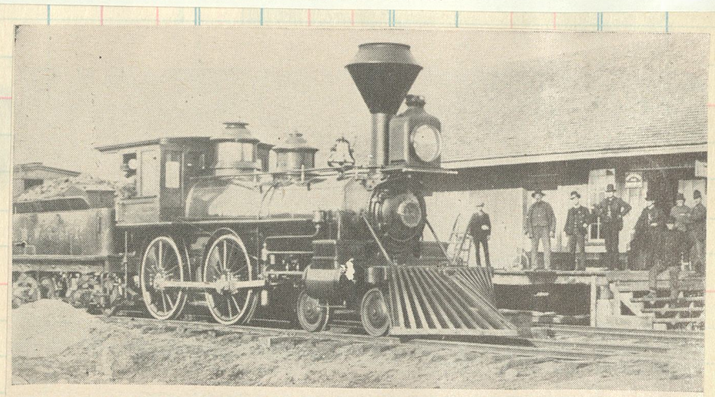
PASSENGER SERVICE ON THE IOLA AND WAUPACA BRANCHES.



Linn H. Westcott.



NO. 8 OF THE OLD GREEN BAY & ~~WESTERN~~ LAKE PEPIN RAILROAD



ENGINE 12 OF THE OLD GREEN BAY ~~WESTERN~~ & ST. PAUL RAILROAD

This road is now the Green Bay & Western. The old Dixon engine was photographed at Ogdensburg, Wis., in 1886. Photo was sent to the JOURNAL by Brother Chas. Schroeder, Div. 216.

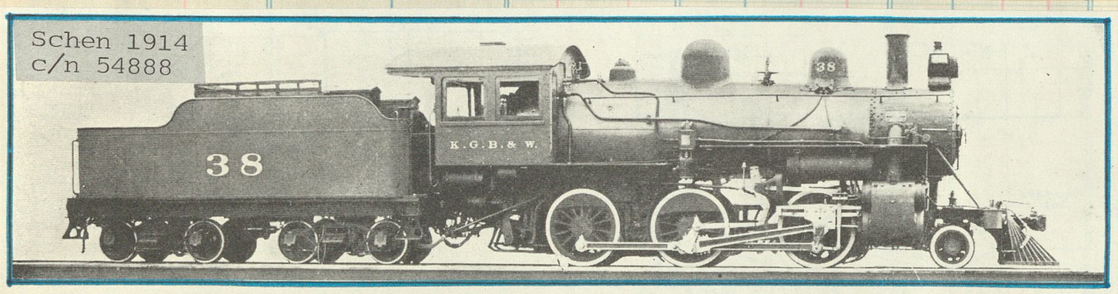
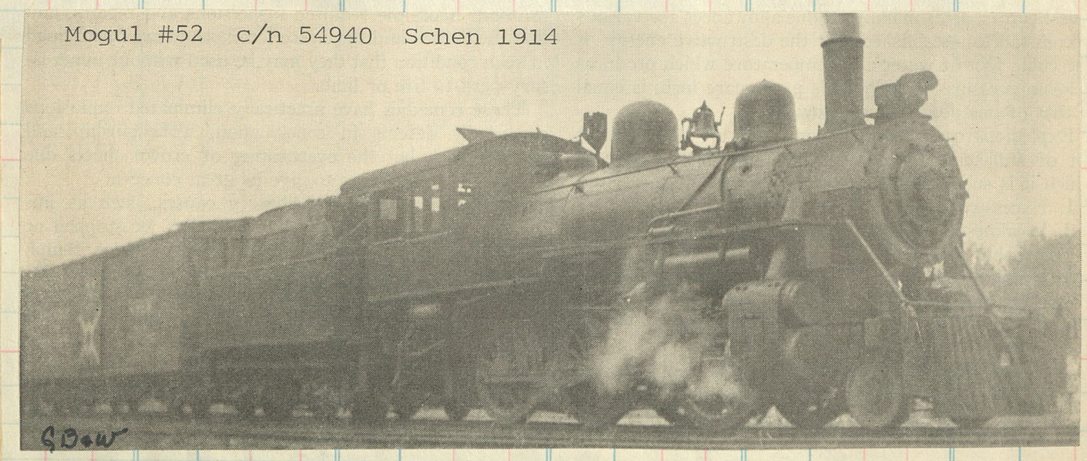


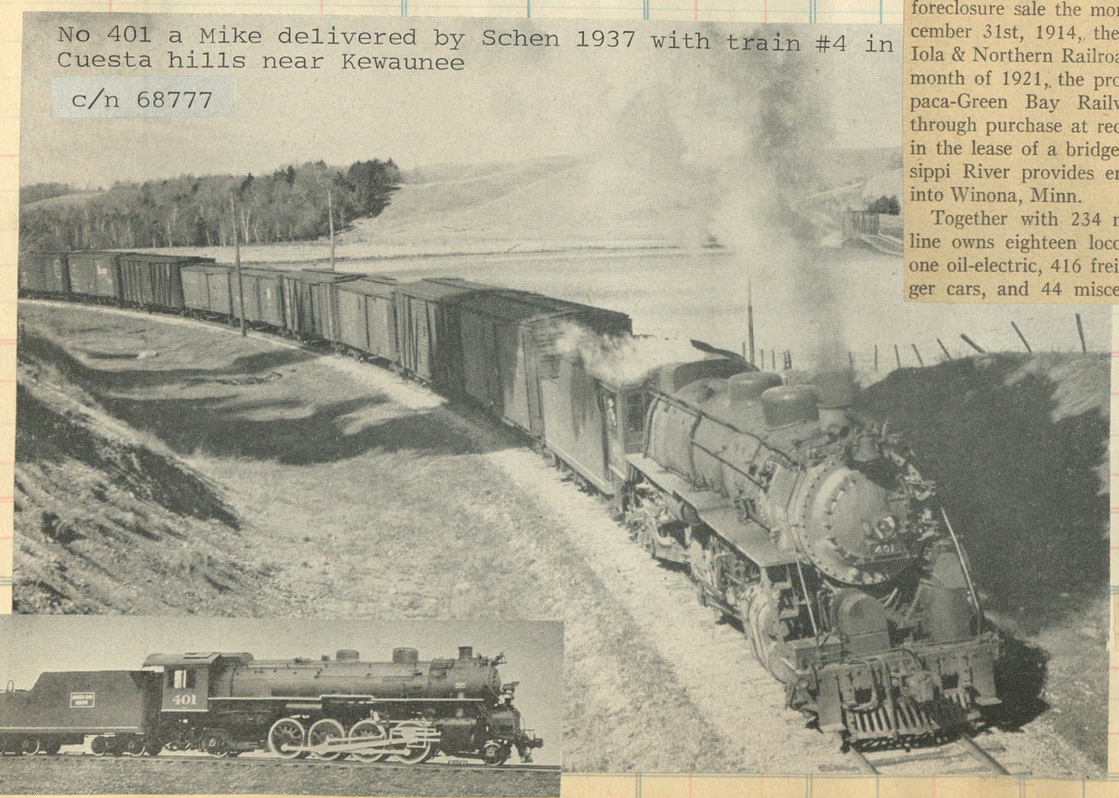
Fig. 31—Mogul (2-6-0) Locomotive for Freight Service. Built for Kewaunee, Green Bay & Western by the American Locomotive Company.

Gage	4 ft. 8½ in.	Heating Surface, Tubes	1,074 sq. ft.
Cylinders	19 in. x 26 in.	Heating Surface, Firebox	151 sq. ft.
Steam Pressure	180 lbs.	Heating Surface, Total	1,225 sq. ft.
Diam. of Drivers	56 in.	Heating Surface, Superheater	232 sq. ft.
Tractive Effort	25,600 lbs.	Grate Area	30.2 sq. ft.
Rigid Wheel Base	14 ft.	Weight on Drivers	122,000 lbs.
Driving Wheel Base	14 ft.	Weight, Total	139,000 lbs.
Total Wheel Base	21 ft. 10 in.	Fuel	Soft coal

F. W. O., Elgin, Ill.—The Green Bay & Western Railroad Company was incorporated under the laws of Wisconsin on June 3rd, 1896, as a reorganization of the Green Bay, Winona & St. Paul Railway, which had been acquired through foreclosure sale the month before. On December 31st, 1914, the line absorbed the Iola & Northern Railroad, and in the same month of 1921, the property of the Waupaca-Green Bay Railway was acquired through purchase at receiver sale. Interest in the lease of a bridge across the Mississippi River provides entrance of the line into Winona, Minn.

Together with 234 miles of track, the line owns eighteen locomotives, including one oil-electric, 416 freight cars, 8 passenger cars, and 44 miscellaneous cars.





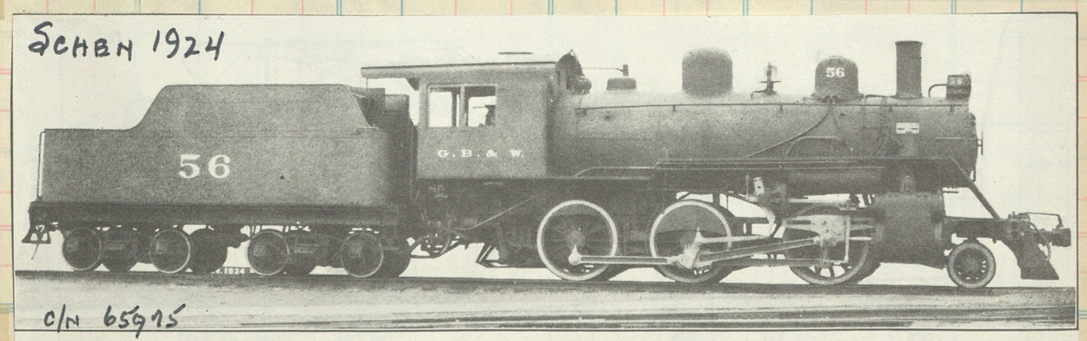


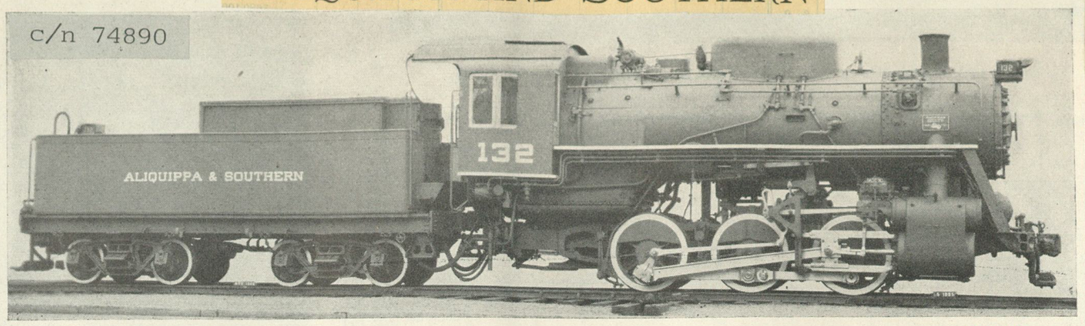
Fig. 45—Green Bay & Wesern 2-6-0 (Mogul) Type Locomotive. Built by the American Locomotive Company.

Cylinders, diameter and stroke	19 in. x 26 in.	Driving wheel base	14 ft. 0 in.
Rated tractive force	25,600 lb.	Total engine wheel base	21 ft. 10 in.
Cylinder horsepower	1,170 h.p.	Fuel	Soft coal
Drivers, diameter	57 in.	Grate area	30.2 sq. ft.
Weight on drivers	125,000 lb.	Steam pressure	180 lb.
Weight on front truck	17,500 lb.	Evaporative heating surface	1,116 sq. ft.
Total weight of engine	142,500 lb.	Superheating surface	233 sq. ft.
Weight of tender	113,000 lb.	Tender capacity	5,000 gal., 12 tons

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

ALIQUIPPA AND SOUTHERN

c/n 74890



130-132 Aliquippa & Southern 0-6-0 (Six-Wheel) Switching Locomotive. Built by the American Locomotive Company. 1946

Tractive force	42,900 lb.	Fuel	Soft coal
Cylinders, diameter and stroke	22 in. x 28 in.	Grate area	33.1 sq. ft.
Drivers, diameter	51 in.	Steam pressure	190 lb.
Weight on drivers	165,000 lb.	Evaporative heating surface	152 + 1,412 — 1,564 sq. ft.
Driving wheel base	11 ft. 0 in.	Superheating service (Type A)	419 sq. ft.
Weight of tender, loaded	122,000 lb.	Tender capacity	6,000 gal., 8 tons

ALIQUIPPA AND SOUTHERN RAILROAD COMPANY

J. N. WILSON . . . . . President and Treasurer.
J. R. GEDDES . . . . Vice-President and General Superintendent.
T. R. LATSHAW . . . . . Secretary and Purchasing Agent.
N. F. REID . . . . . Auditor and General Freight Agent.
W. E. OTTO . . . . . Assistant Auditor.
W. C. VAN BLARCOM, Superintendent, Aliquippa, Pa.
W. F. AMBROSE, Master Mechanic and Master Car Builder,

General Offices, 311 Ross Street, Pittsburgh, Pa.

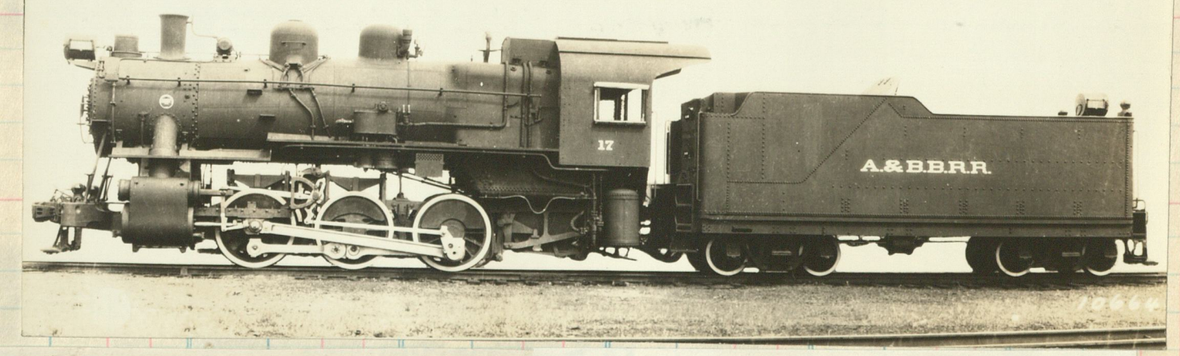
Total Miles of Line Operated, 42.87

Freight Equipment: Locomotives, 20; Cars, 619

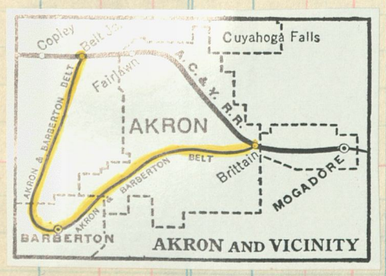
This road connects with the Pittsburgh & Lake Erie Railroad at Aliquippa, performing freight switching service with said road, and also furnishing switching facilities to mills, furnaces and other industries located on its line.

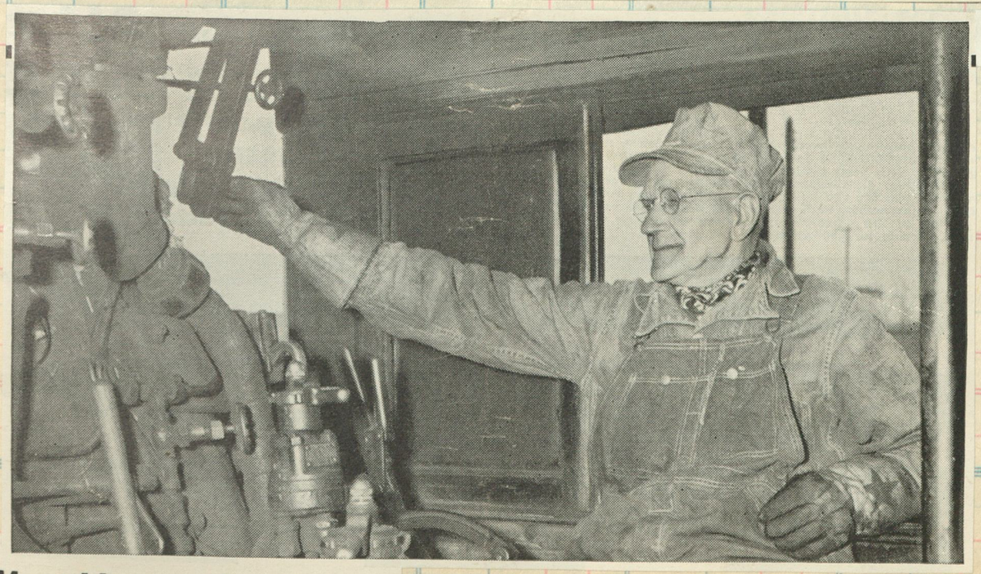
December, 1932.

Akron & Barberton Belt R. R. Co.



#17, one of four (15-18) built at Baldwin in 1930 c/n 61451





Meet Veteran Engineer
LEHMON L. SHOOK
of 680 W. Lake Avenue, Barberton, Ohio. Retiring at 70 after 43 years of service with the Akron-Barberton Belt Line Railroad

108

New

SELLER
DATE
FORM | DESTINATION | Amt. | Com. No. | Clos. No. | Sold

DETROIT & MACKINAC RY.

Old Detroit, Bay City & Alpena #5 was built in1887 by Baldwin, c/n 8847, to D & M 115. Reboilered by BLW c 1925, later sold to Hershey Gravel Co.

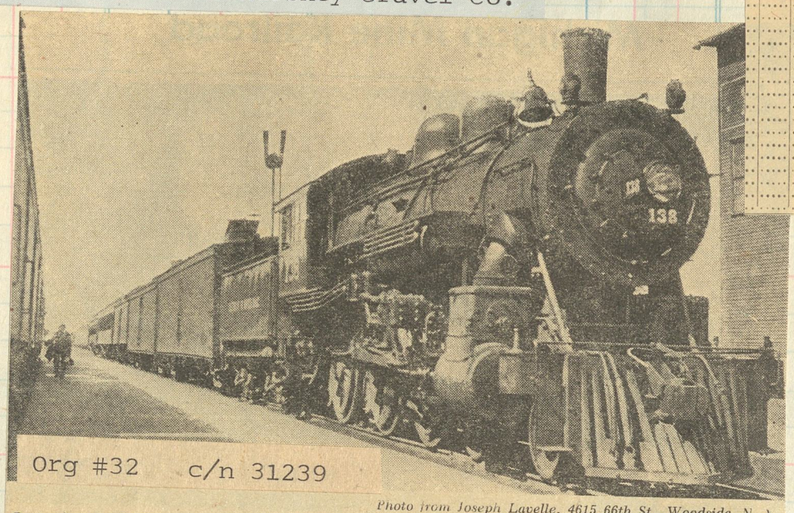
SALES AT

Clos.No. | Sold | Amount | Clos

MAIN LINE.—BAY CITY AND CHEBOYGAN.

	203	207		(Michigan Central R.R.)	208	202	
	A M	P M		LEAVE | ARRIVE	P M	A M	
	†8 25	*1025		Detroit (E. T.)	4 10	7 30	
	†7 25	9 25		Detroit (C. T.)	3 10	6 30	
	3	1	Mls.	June 4, 1933. (Detroit & Mackinac Ry.)	4	12	20 Mix.
	†P M	A M		LVE. | (C. T.) | ARR.	A M	P M	
	●12 10	*5 00	0	+ .. Bay City ... ♁	●10 45	9 20	
	– –	– –	10.3	.. Linwood Park ...	– –	– –	
	12 45	5 28	12.1	..... Linwood ... ⊙	10 02	8 56	
	12 50	5 31	13.6	..... Lengsville	9 58	8 53	
	12 56	– –	16.5	..... Michie	9 52	– –	
	1 05	5 44	20.0	+ . Pinconning . ♁	9 45	8 22	
	1 14	5 52	25.8	..... Saganing ... ⊙	9 34	8 10	
	1 21	5 57	29.5	..... Pine River .. ⊙	9 28	8 00	
	1 33	6 07	34.3	+ .... Omer .... ♁	9 20	7 50	
	1 43	6 15	39.4	+ .... Twining ... ♁	9 07	7 37	
	1 48	6 20	41.6	+ .... Turner ... ♁	9 02	7 32	A M
	2 02	6 32	48.8	+ National City ♁	8 47	7 21	6 15
	2 05	– –	50.6	..... McIvor .. ⊙	8 41	– –	6 10
	2 12	– –	54.3	..... Marks	8 35	– –	6 00
	2 30	7 00	60.3	+ East Tawas- / Tawas City ♁	8 25	7 00	†5 45
	2 55	7 20	74.3	+ ... Oscoda ... ♁	8 00	6 31	A M
	3 05	– –	80.2	.. Lincoln Junc. ⊙	7 45	– –	
	3 15	7 35	86.3	+ .. Greenbush .. ♁	7 35	5 58	
	3 25	7 45	91.8	+ .. Harrisville .. ♁	7 25	5 50	
	3 35	– –	95.2	.. Sturgeon Point .	7 17	– –	
	3 41	7 55	98.4	..... Alcona .... ⊙	7 12	5 35	
	3 48	8 03	102.7	..... Black River ..	7 05	5 28	
	4 05	8 18	112.5	+ ... Ossineke ... ♁	6 48	5 16	
	●4 30	*8 35	124.0	arr. + Alpena ... lve.	●6 30	*5 00	
	P M	●1900	124.0	lve. .. Alpena ♁ arr.	†A M	●†4 45	
		9 19	133.2	..... Cathro .... ⊙		4 26	
		9 24	135.5	..... Bolton .... ⊙		4 21	
		9 34	140.4	..... Polaski		4 11	
		9 40	143.5	arr. .. Posen .. lve.		4 05	
		11 05	143.5	lve. + Posen ♁ arr.		4 05	
		11 15	148.5	..... Metz		3 50	
		11 24	152.6	+ .. La Rocque .. ♁		3 41	
		11 30	155.9	..... Bunton		3 35	
		11 36	158.6	..... Big Cut ... ⊙		3 29	
		11 42	161.6	+ .. Millersburg .. ♁		3 23	
		11 51	166.1	..... Case		3 14	
		12 01	170.4	+ .... Onaway ... ♁		3 06	
		12 09	174.3	..... Tower .... ⊙		2 55	
		12 18	178.8	.... Waveland		2 46	
		12 30	188.4	Alcha (Mullet Lake) ⊙		2 30	
		– –	193.0	..... Inverness		– –	
		●1255	196.1	+ . Cheboygan . ♁		†2 15	
		●P M		ARRIVE | LEAVE		●P M	

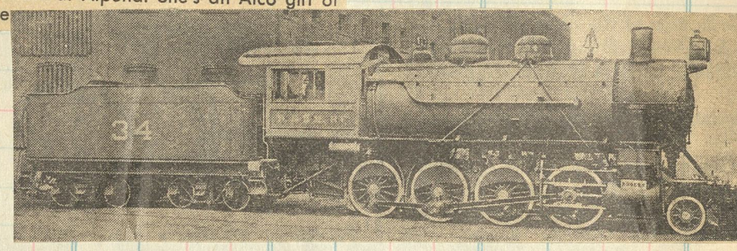
Mogul #116, org D.B.C.& A. #3, built by Baldwin 1888 c/n 9275



Org #32 c/n 31239

Photo from Joseph Lavelle, 4615 66th St., Woodside, N. Y.

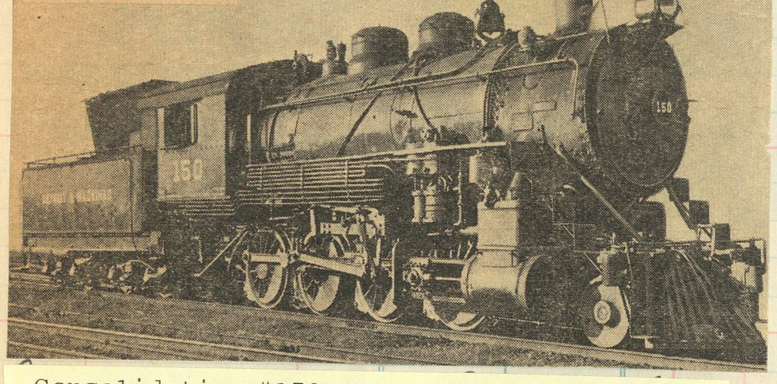
Ten-wheeler 138 champs at her bit with a mixed train at Alpena. She's an Alco girl of 1905 vintage



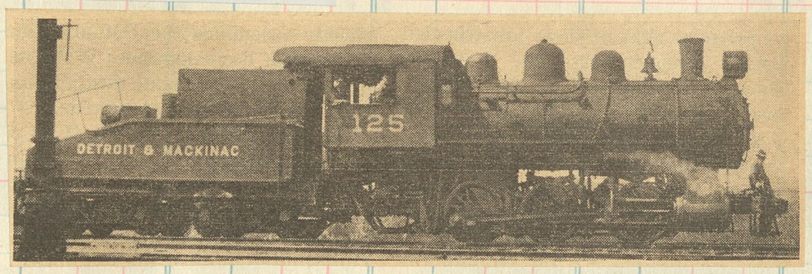
#34, renwd 151

ROGERS 1906

c/n 40696



Consolidation #150, one of three 150-152, built by Rogers in 1906 with nos 33-35.



Total
Add—Error _____ DATE
Deduct " _____ DATE
Total

Add Working Fund
Total to be Accounted for

Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

NYCS
A P A-46

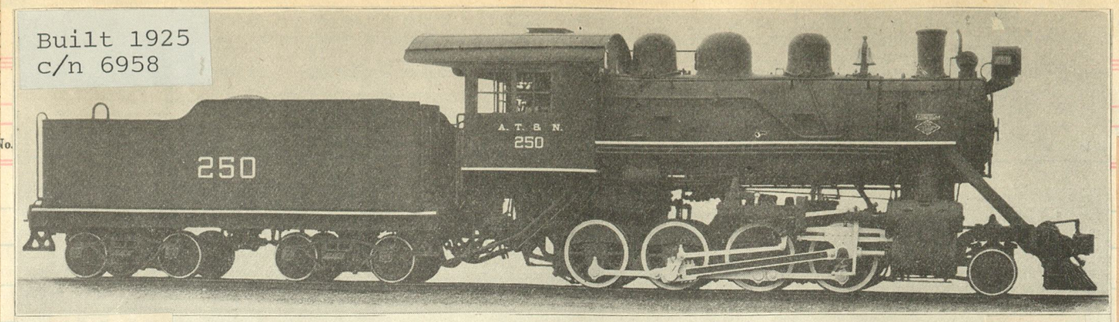
4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

CUT HERE To Make Short Sheet

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

No. 1	Mls	January 17, 1934.	Mls	No. 2
		LEAVE] [ARRIVE		
*8 00 A M	0	Reform[1]	220	4 58 P M
8 25 "	10	Carrollton	210	4 55 "
8 52 "	21	Aliceville[2]	199	4 08 "
9 10 "	28	Cochrane	192	3 48 "
9 22 "	33	Dancy	187	3 36 "
9 33 "	37	Panola	183	3 25 "
9 51 "	44	Geiger	176	3 08 "
10 12 "	54	Emelle	166	2 47 "
10 29 "	62	Boyd	158	2 30 "
10 49 "	73	arr. York[2] (A.T.&N.) lve.	147	2 10 "
10 55 "		arr. York (A. G. S.) lve.		2 00 "
11 10 "		lve. York (A. G. S.) arr.		1 45 "
11 18 "	73	lve. York[2] (A.T.&N.) arr.	147	1 50 "
11 38 "	82	Ward	138	1 30 "
11 48 "	87	Halsell	133	1 20 "
11 58 A M	91	Cromwell[4]	129	1 10 "
12 08 P M	95	Lisman	125	1 00 "
12 17 "	99	Riderwood	121	12 51 "
12 29 "	104	West Butler	116	12 41 "
12 35 "	106	Land	114	12 35 "
12 45 "	109	Boguelousa	111	12 26 "
12 55 "	115	Toxey	105	12 15 "
1 04 "	118	Gilbertown	102	12 04 P M
1 15 "	122	Souwilpa	98	11 53 A M
1 22 "	125	Bolinger	95	11 47 "
1 26 "	126	Silas	94	11 45 "
1 35 "	131	□ Cullomburg	89	11 36 "
1 46 "	136	□ Millry	84	11 26 "
2 01 "	144	Yarbo	76	11 11 "
2 16 "	151	Chatom	69	10 56 "
2 54 "	160	Tibbie	60	10 38 "
3 44 "	169	Seaboard	55	10 28 "
3 09 "	176	Summit	44	10 06 "
3 23 "	182	Fairford	38	9 53 "
3 30 "	186	Calvert	34	9 47 "
3 40 "	191	Mt. Vernon	29	9 38 "
4 29 "	214	Chickasaw	6	8 55 "
4 45 P M	220	Mobile[5]	0	*8 40 A M
		ARRIVE] [LEAVE		

Built 1925
c/n 6958



Consolidation (2-8-0) Type Locomotive Built by Lima Locomotive Works, Inc.

Both these elegant little lawnmowers later sold to the Frankfort & Cincinnati, #250 to F&C #16 and the 202 became F&C #15

Alabama, Tennessee & Northern Railroad

LIMA 1920
c/n 5929

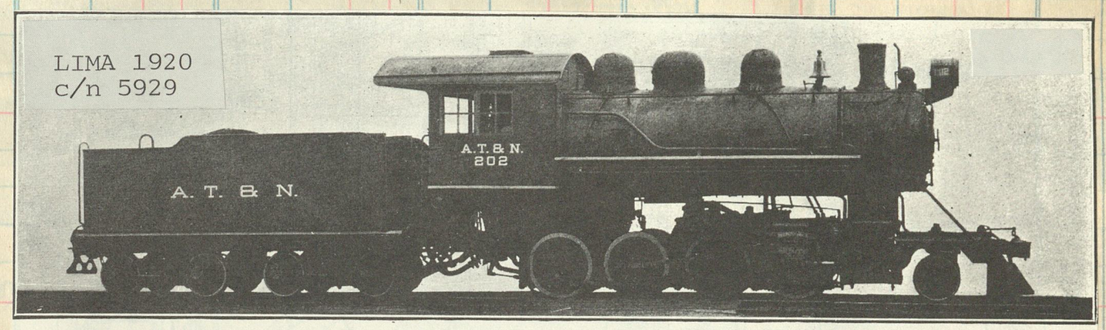
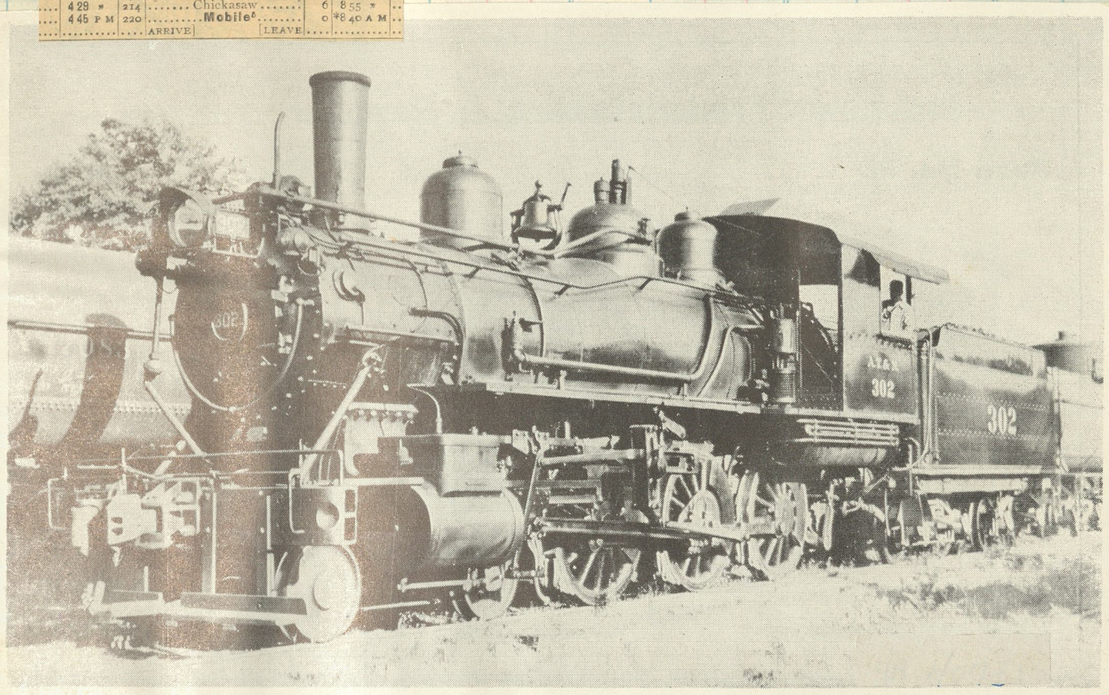


Fig. 36—Consolidation (2-8-0) Locomotive for Freight Service. Built for Alabama, Tennessee & Northern by the Lima Locomotive Works.

Gage	4 ft. 8½ in.	Tubes, Length	13 ft. 0 in.
Cylinders	20 in. x 24 in.	Heating Surface, Tubes	1,965 sq. ft.
Steam Pressure	200 lbs.	Heating Surface, Firebox	133 sq. ft.
Diameter of Drivers	46 in.	Grate Area	37.5 sq. ft.
Tractive Effort	35,400 lbs.	Weight on Drivers	142,000 lbs.
Driving Wheel Base	13 ft. 8 in.	Weight on Truck	15,000 lbs.
Engine Wheel Base	21 ft. 8 in.	Total Weight of Engine	157,000 lbs.
Engine and Tender Wheel Base	52 ft. 11⅜ in.	Fuel	Soft coal



Ten wheeler #302 built in 1913 by Baldwin c/n 40731

Baldwin 1928
401 - 402
c/n 60341

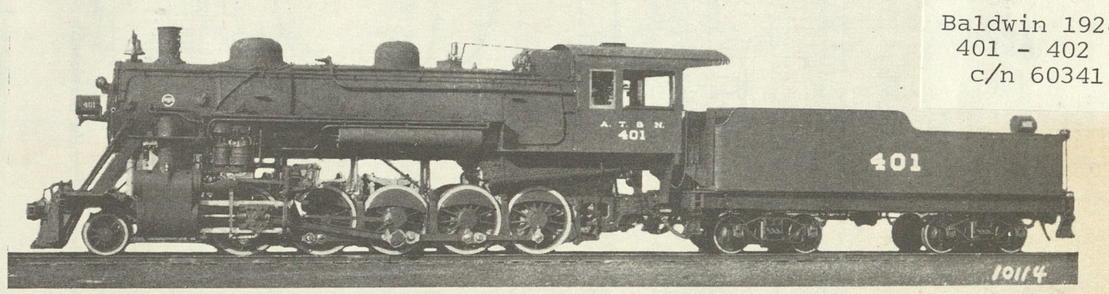
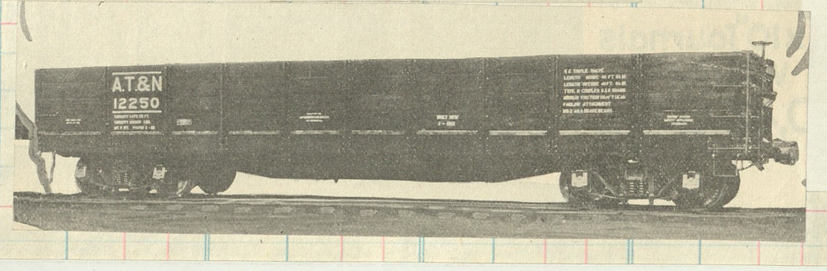
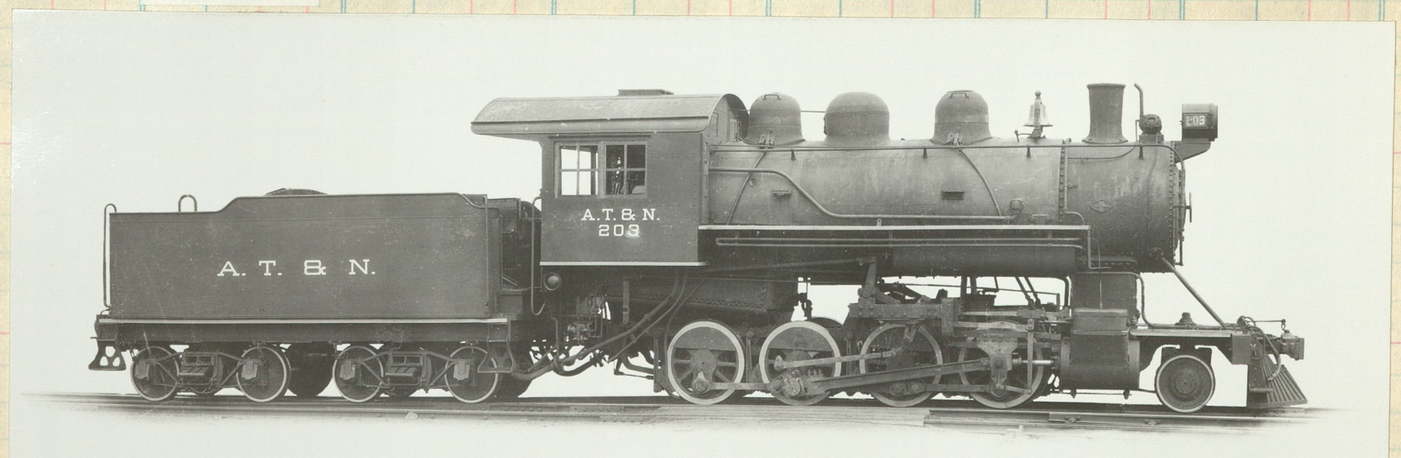


Fig. 105—Alabama, Tennessee & Northern 2-10-0 (Decapod) Type Locomotive for Freight Service. Built by The Baldwin Locomotive Works.

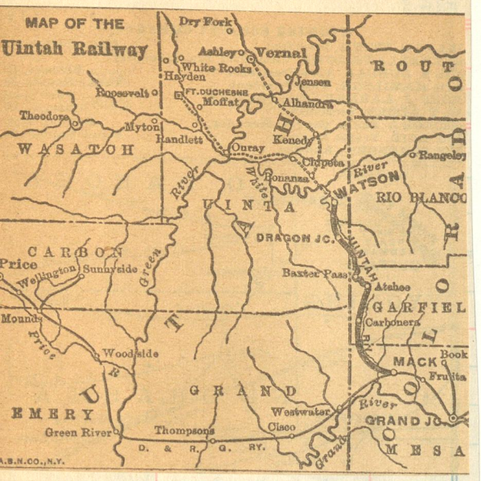
Cylinders, diameter and stroke	24 in. x 28 in.	Driving wheel base	19 ft. 8 in.
Tractive force	49,000 lb.	Total engine wheel base	28 ft. 3 in.
Cylinder horsepower	2,076 hp.	Fuel	Soft coal
Drivers, diameter	56 in.	Grate area	54.3 sq. ft.
Weight on drivers	189,300 lb.	Steam pressure	200 lb.
Weight on front truck	25,000 lb.	Evaporative heating surface	2,343 sq. ft.
Total weight of engine	214,300 lb.	Superheating surface	553 sq. ft.
Weight of tender	140,100 lb.	Tender capacity	7,000 gal., 10 tons



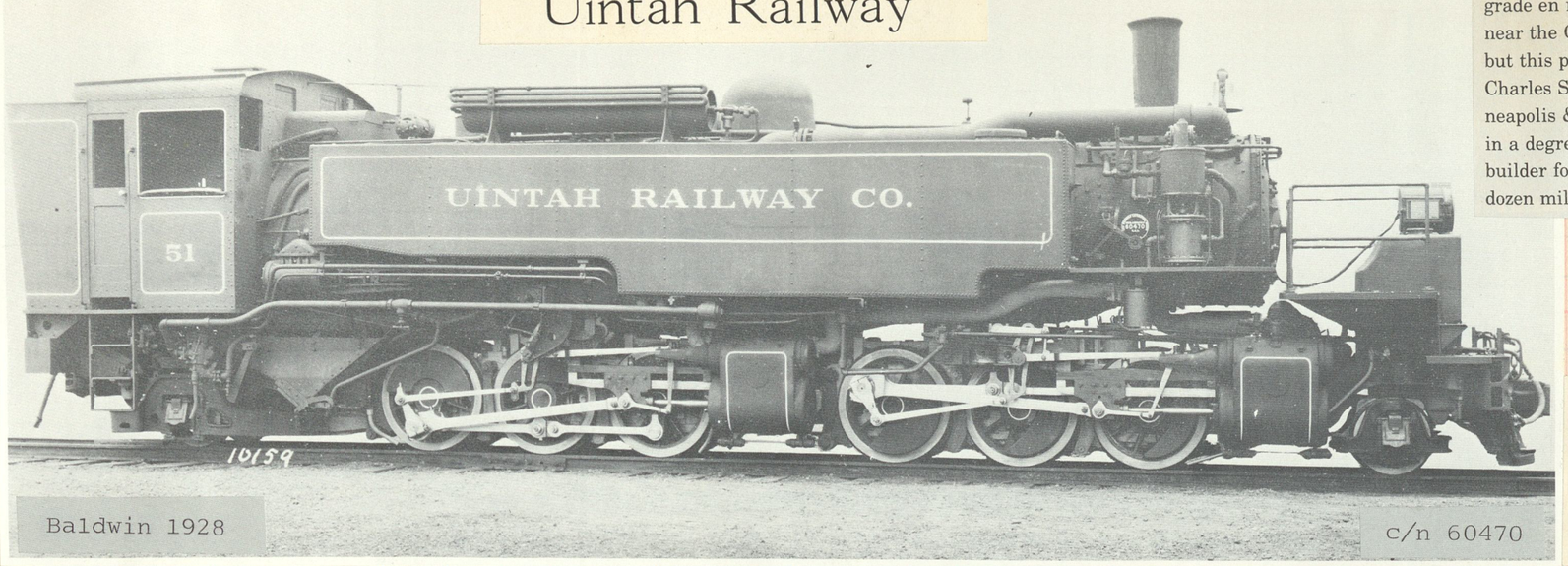
203
LIMA 1920
c/n 5984



110



Uintah Railway



Baldwin 1928 c/n 60470

For the 51 (and sister 50, built two years earlier) must negotiate 65-degree curves and ascend a 7.5 per cent grade en route to the 8437-foot elevation of Baxter Pass near the Colorado-Utah border. Diminutive she may be, but this purchase of Uintah's Superintendent Lucian Charles Sprague (the same Sprague who will rescue Minneapolis & St. Louis in the Thirties) is destined to prove in a degree that few engines have that Baldwin is a builder for all reasons. As you can plainly see here, a dozen miles from an unsuspecting Philadelphia.—D.P.M.

On the winding 72-mile narrow-gauge Uintah Railway in Garfield County, Colorado, there was a 5-mile 7½ per cent grade between Atchee and Baxter Pass, combined with numerous hairpin curves, the sharpest of which was 66°. The Interstate Commerce Commission authorized the abandonment of this railroad in 1938.

The Little Road That Isn't There

By ROY F. BLACKBURN

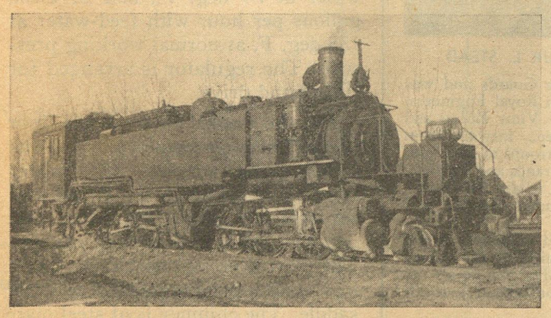
ONE of the last of the narrow gauge railroads, the Uintah Railway in Colorado was probably the crookedest, steepest and most unique road in the United States. After struggling over rugged terrain for 37 years, the line ceased operations May 17, 1939, but its valiant career is well worth recounting.

The railroad was constructed in 1902 by the Barber Company, Inc., asphalt manufacturers of Philadelphia, Pa., primarily as a means of transporting gilsonite from its mines to a standard gauge railroad. The road also gave service to the stockmen of that territory, which the Moffat Road once planned to serve. Part of the Uintah was on a roadbed originally surveyed by Moffat engineers.

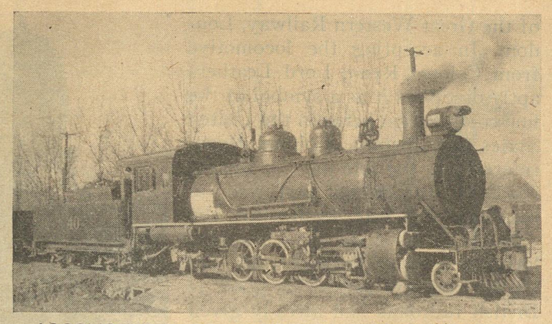
For years the Uintah operated a daily passenger train, and during the Summer months there were frequent Sunday excursions to Lake McAndrews, over the Pass. With the increase in auto travel, the passenger train was discontinued in 1928. However, the regular equipment of the tri-weekly mixed train still included a de luxe combination coach at the time of the abandonment.

The road handled little but company business, but included more than just hauling gilsonite, because all of the water used in Mack, located on the desert, was hauled from Atchee in specially constructed cars and pumped into the high water tank for city and railroad use. All coal used by the company and its employes was hauled from the company-owned mines at Carbonera.

Company general offices were located at Mack, Colo., the Uintah's own town, where its freight was transferred to the Denver & Rio Grande Western standard gauge cars. From Mack, the road followed the old D. & R. G. narrow gauge roadbed for a few miles. No heavy grades are encountered between Mack and Atchee, Colo., where the company maintained an engine-house with a capacity of four engines and an unusually well-equipped repair shop.



LOCOMOTIVE 50 OF ILL-FATED UINTAH RAILROAD
It ran over the many curves of a narrow gauge line said to be crookedest in United States.



LOCOMOTIVE 40 OF ABANDONED UINTAH RAILROAD

After leaving Atchee, the road followed close to the old wagon road to Baxter Pass, and ascended six continuous miles of 7½ per cent grade in reaching the top of the Pass, which is only 2½ miles from Atchee by direct route. Frequent landslides and snowslides necessitated increasing the grade to 8 per cent for a few hundred feet at Mile Post 33½, about one-half mile from the top of the hill.

Every variety of curve was found on this hill and the curvature in some places was as much as 66 degrees. Picture fans could take a horizontal view of the engine while standing on the back platform of a seven-car train. The company had equipped all of its cars with buffers to aid in straightening up the trains on reverse curves.

The company's first locomotive, No. 1, a Lima built Shay-geared engine weighing only 70,000 pounds, could handle only three loads over the Pass from the mines, but either of the two 2-6-6-2T type articulated locomotives, purchased from Baldwin in 1926 and 1928, could handle six loads and the combination coach. The larger Shays, which were in service at the time the articulateds were bought, handled four loads.

One of the larger Shays was used occasionally, and the company also had a Baldwin built Mikado type, No. 40, which is used between Mack and Atchee. Another Mikado type, an articulated, and two old 0-6-2T type former passenger engines, were stored at the time of the abandonment. Two of the Consolidation type engines, used before the larger engines were bought, had been sold to the Eureka Nevada, and the boiler from the third one was used in the shops at Mack.

Although most of the engines were equipped with ET brake equipment, they also possessed a straight air brake, because the ET equipment was found too slow in releasing for use on the hill. The Shay engines had steam brakes.

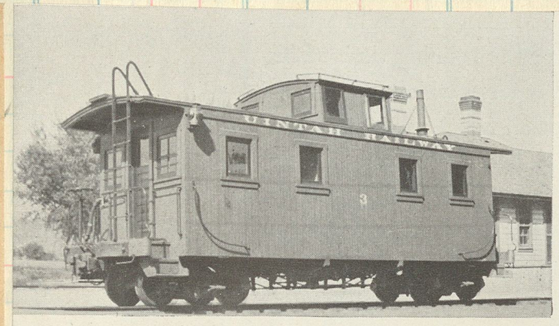
Landslides and snow slides gave the road considerable trouble. The company owned a self-propelling American Ditcher with a ⅝-yard bucket, which was used in removing landslides. Snow was removed with wedge plows pushed by Shay-geared engines.

In the early days road crews were often delayed by air failures due to frozen brake pipes, but in 1909 Conductor B. H. Cox, now a D. & R. G. W. conductor, showed the management that all such trouble could be overcome by raising the brake pipes so that they coupled above instead of below the couplers.

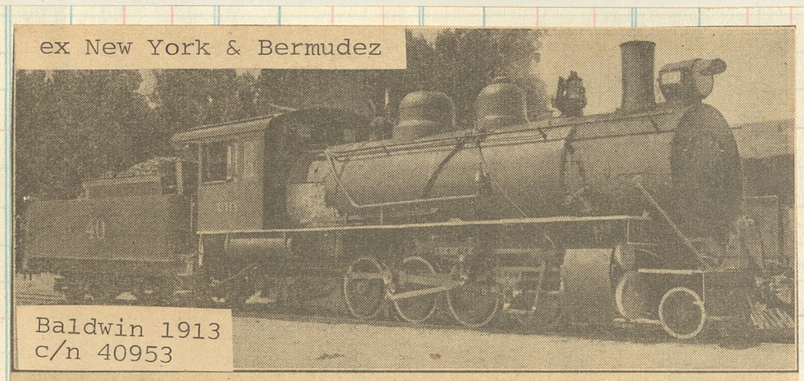
Every one of the employes was proud of his railroad and more than glad to show "flatland railroaders" what a real mountain job was like.

C. S.—The Uintah Ry. (3ft. gage) has 10 locomotives, one of which is the world's largest narrow-gage articulated type (photo on p. 35 of our Jan., 1933, issue). This engine is made to negotiate very sharp curves, and does so with greater ease than many smaller engines.

In 1933 Uintah's operating income was $33,364; after all charges were deducted, $20,481; in 1932, $22,853 and $5,149; in 1929, $54,877 and $33,083.

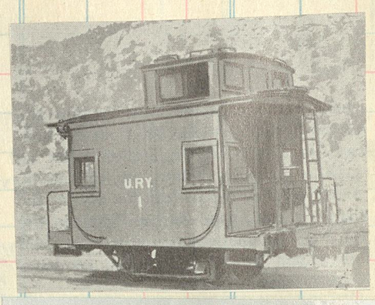


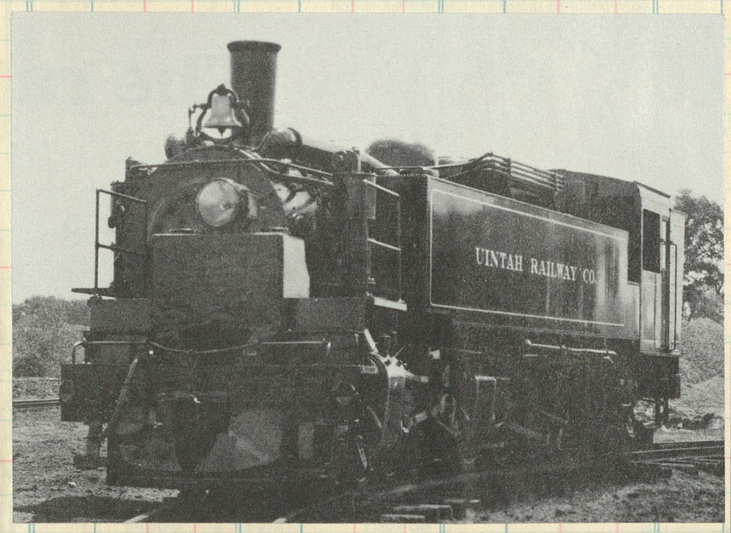
The motive power of the Uintah Railway was varied and unconventional due to its steep grades and sharp curves, but its crummies followed a conventional pattern as witness No. 3. Photograph by L. J. Ciapponi.

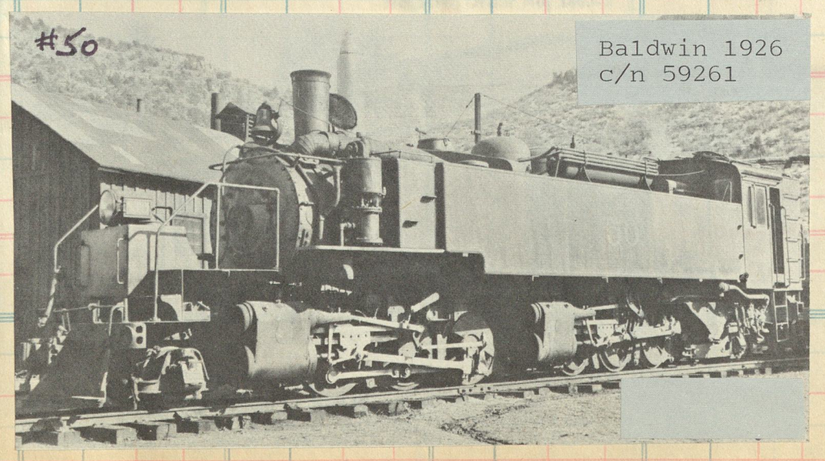


Baldwin 1913 c/n 40953

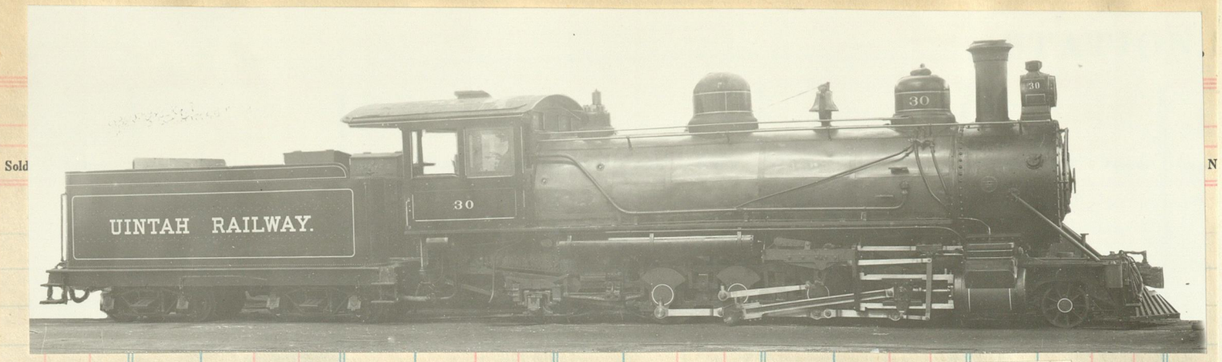
Number 40, a Low-Wheeled Mikado, Was Built for South American Service in 1913 and Came to the Uintah Six Years Later. This Picture Was Taken at Mack, Colorado, in 1938



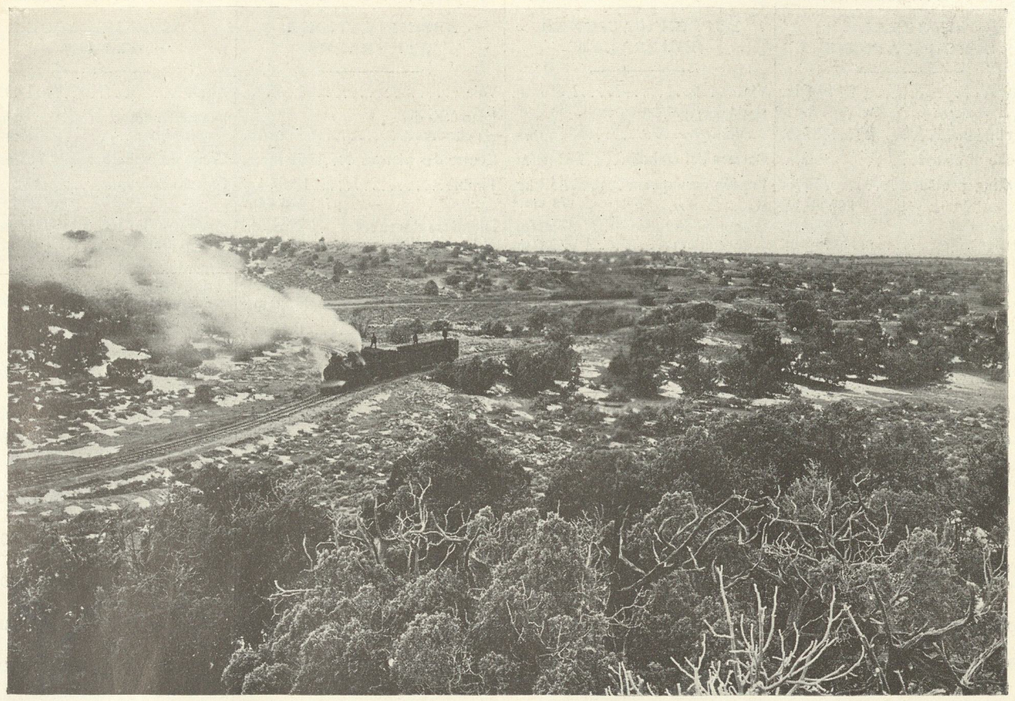




Baldwin 1926 c/n 59261



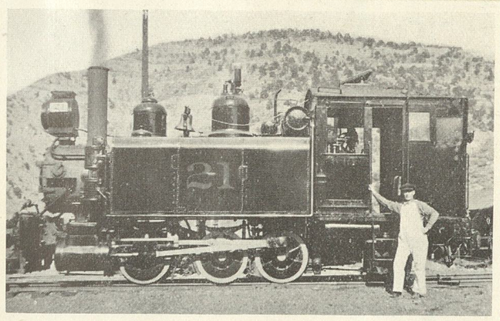
#30 c/n 36908 Baldwin 1911



A View near Rainbow Mine

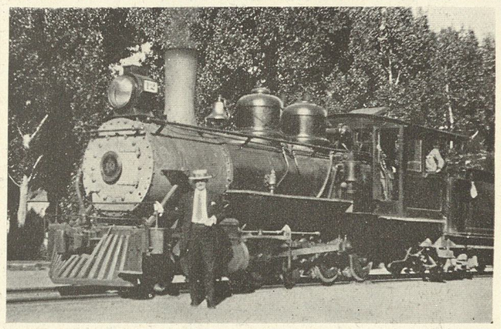
Moro Castle Curve, One Mile from Atchee; 66 Degrees on a Grade of 7½ Per Cent

View Near Moro Castle Curve, Looking Toward Atchee



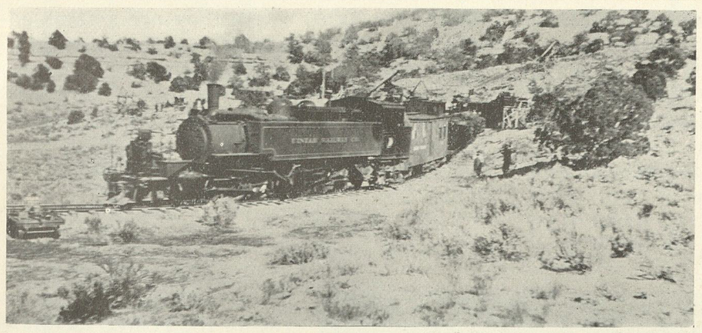
One of the 0-6-2 Type Tank Locomotives, Built by The Baldwin Locomotive Works, 1905

Cylinders	13″ x 18″	Weight, total engine	68,670 lb.
Drivers, diam.	34″	Tractive force	13,700 lb.

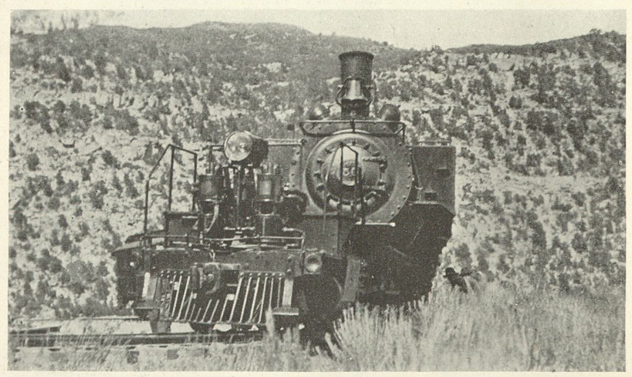


Consolidation Type Locomotive, Originally Built by The Baldwin Locomotive Works in 1896, and Purchased by the Uintah Railway in 1917

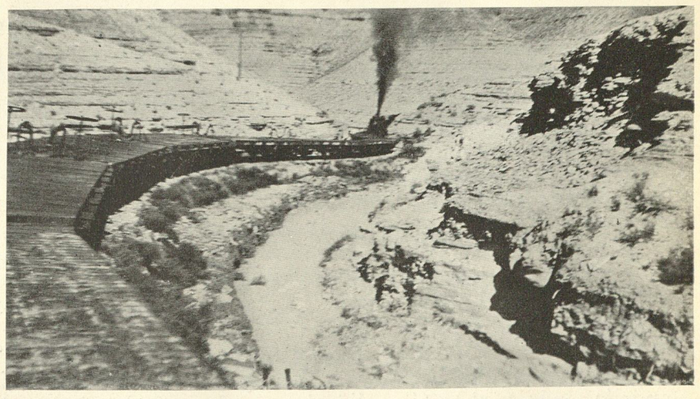
Cylinders	16″ x 20″	Weight, total engine	70,800 lb.
Drivers, diam.	37″	Tractive force	20,600 lb.



Pulling Out of Thimble Rock Mines, on a 7½ Per Cent Grade and 66-Degree Curve



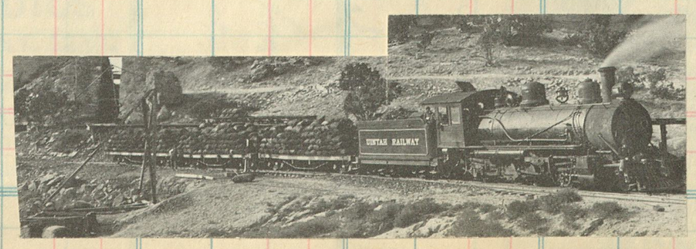
The New Articulated Locomotive on the 66-Degree Curve and 7½ Per Cent Grade at Moro Castle

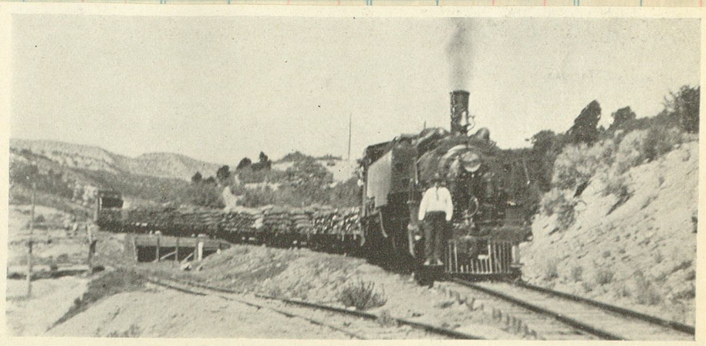


Pushing Empties for the Mines up the 5 Per Cent Grade Between Rainbow Junction and Rainbow

East Bound with a Train of Ore, Rounding a 66-Degree Curve at Mile Post 39

This picture was taken from the rear end of the train





East Bound at McAndrews Station, Hauling 250 Tons on a Grade of 5 Per Cent

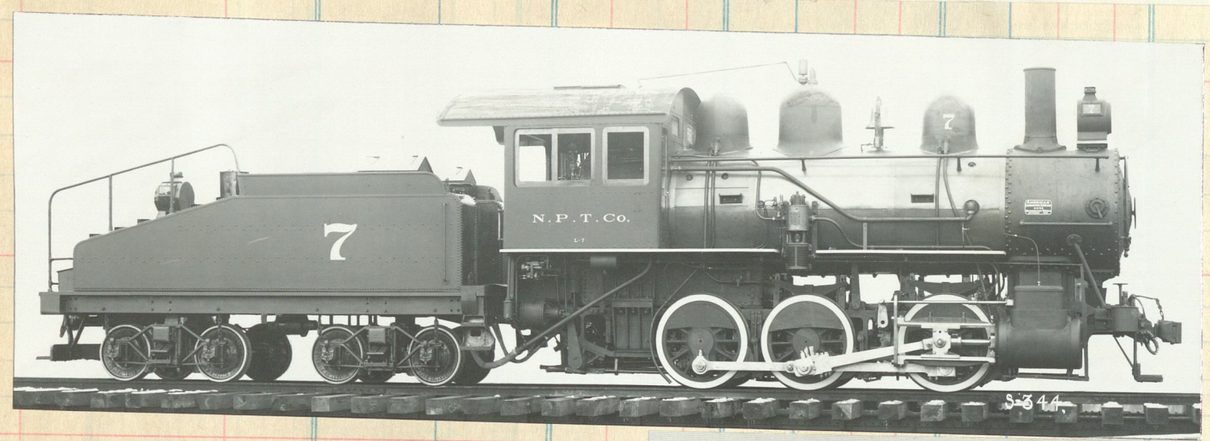
111-X

NORTHERN PACIFIC TERMINAL

New York Ce ET SALES AT

SELLER	DATE	FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount	Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amou

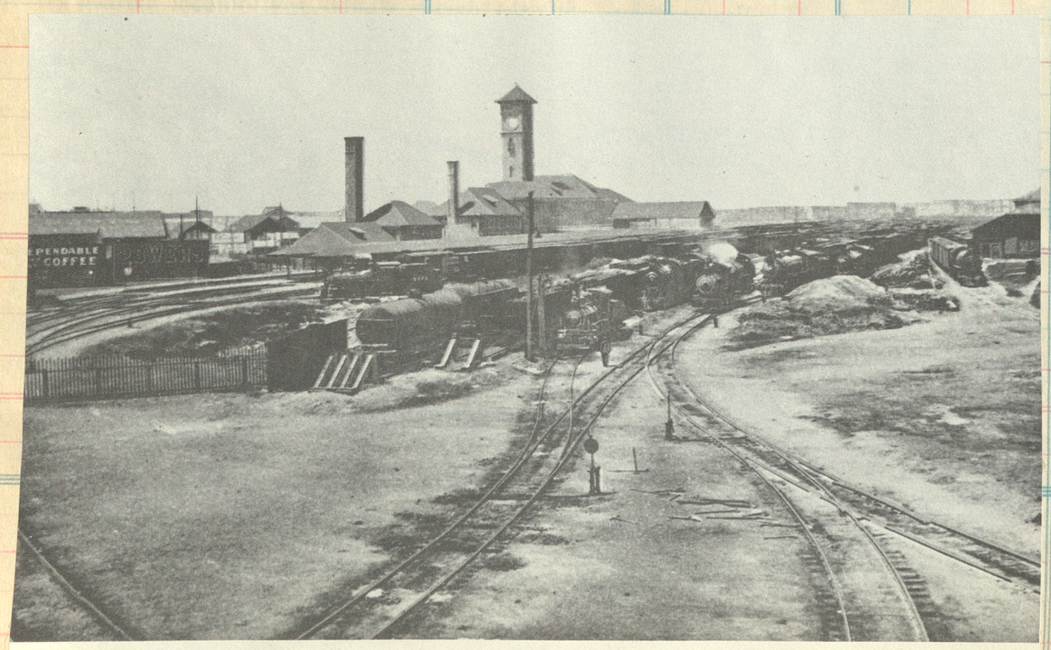
Schenectady 1891 c/n 3423 Nos 1-4
Sold to Big Creek Log Co #3 Knappa, Ore.
Northern Pacific Terminal



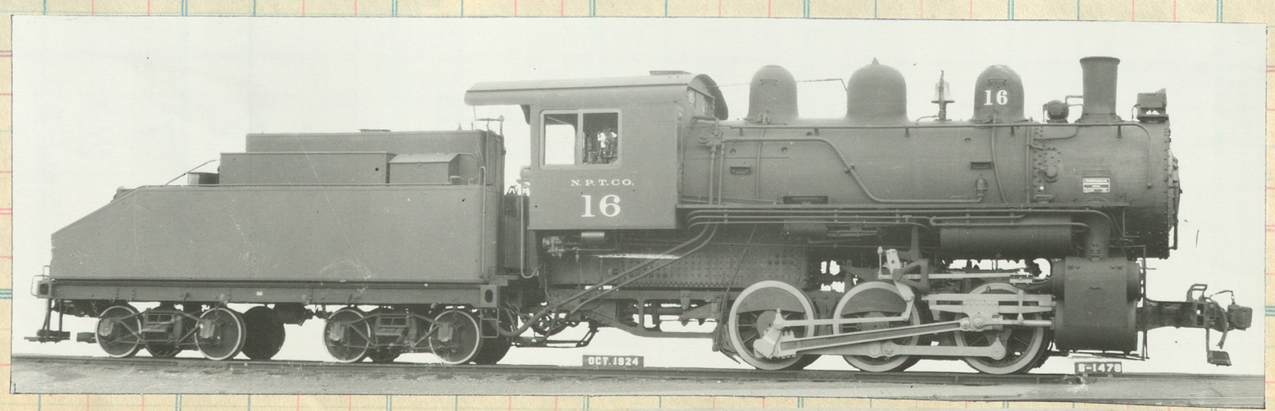
Schenectady 1906 c/n 41430

Left: *Construction of Union Station started in 1890 but financial problems delayed the opening until 1896. The depot, a cooperative venture of the Union Pacific, Southern Pacific, and Northern Pacific, was quite active until post-World War II, when freeways and airlines trimmed train business.*

Schenectady 1910 c/n 48957



Freight yards and Union Depot, Portland, Oregon, prior to 1900. ?



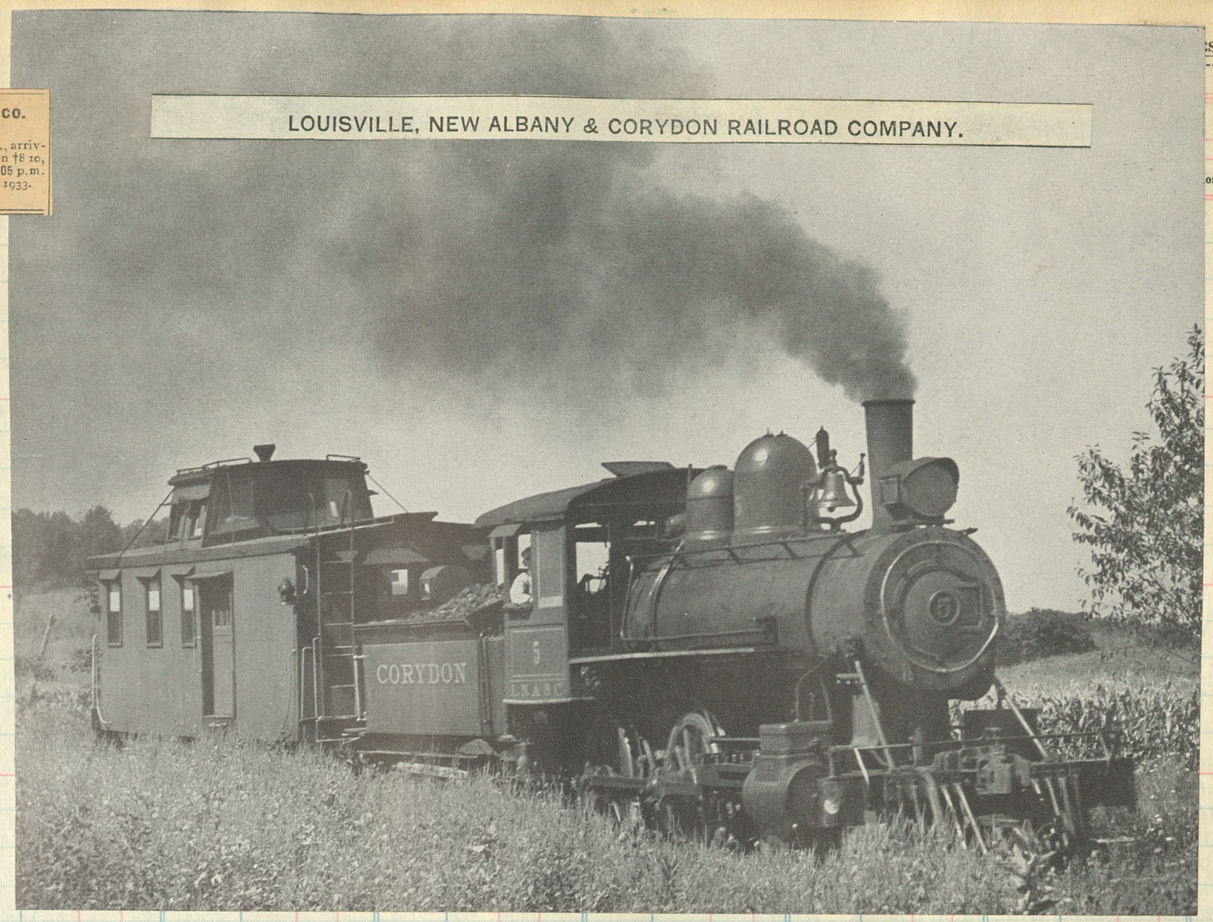
Schenectady 1924 c/n 65945

4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

CUT HERE To Make Short Sheet

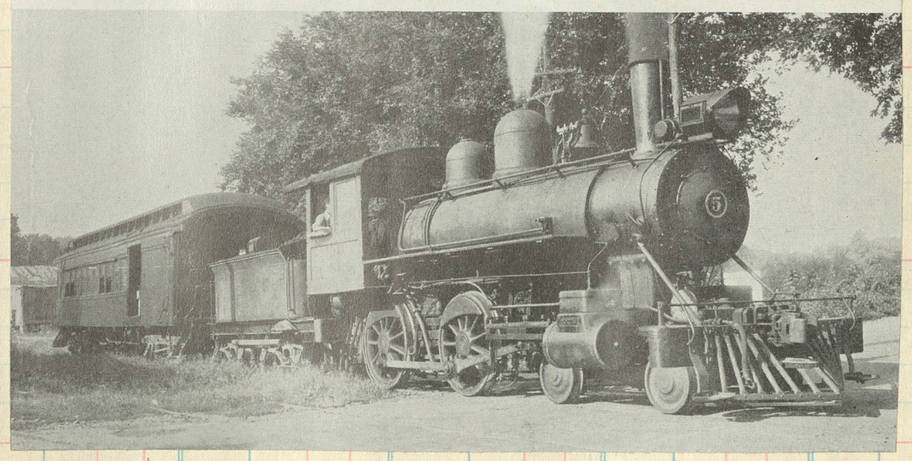
Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

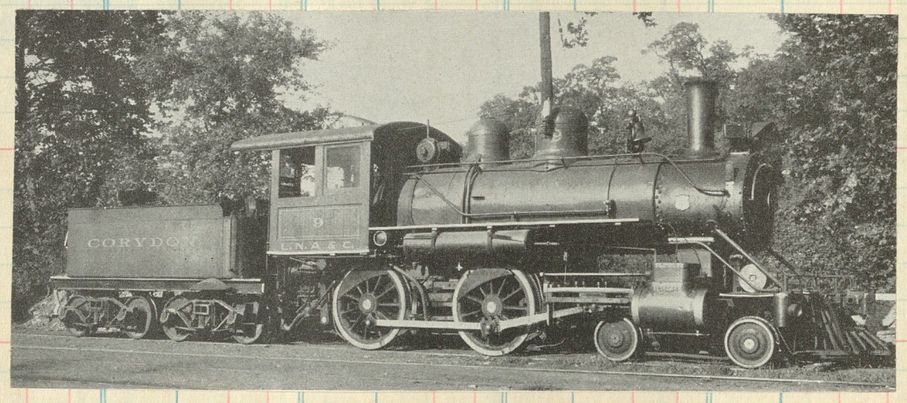
LOUISVILLE, NEW ALBANY & CORYDON RAILROAD CO.
C. H. BUCHANAN, General Manager Corydon, Ind.
Trains leave **Corydon Junction**[1] †9 15, †10 45 a.m., †5 00 p.m., arriving Corydon (7.7 miles) 9 45, 11 15 a.m., 5 30 p.m. Leave Corydon †8 10, †10 00 a.m., †3 35 p.m., arriving Corydon Junc. 8 40, 10 30 a.m., 4 05 p.m.
†Daily, except Sunday. *Central time.* *October*, 1933.
Connection.—[1]With St. Louis Division of Southern Ry.



Speeding over the 7.7 miles of Louisville, New Albany & Corydon track in Indiana four times daily (two round trips) is this snappy consist of No. 5, painted a Southern green, and a combination car, painted a Pennsy red. Above, LNA&C No. 9.

At 31 miles per day, this train should last forever.





This exquisite little Eight wheeler was delivered by Porter in 1920, c/n 6493

Short Line Railroading. The Kennedy camera found Porter-built 4-4-0 9 of the Louisville, New Albany & Corydon leaving Corydon, Ind., September 2, 1940 for the seven-mile run to Corydon Junction on the Southern Railway.

112

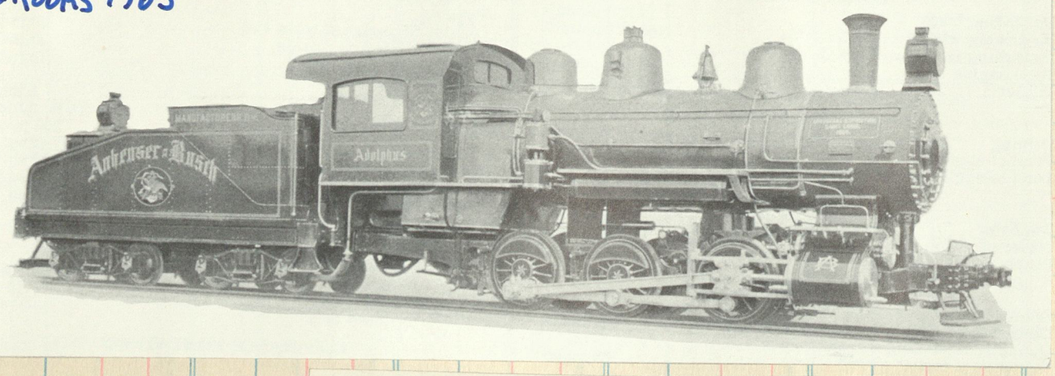
New York **MANUFACTURERS RAILWAY** KET SALES AT

SELLER
DATE

FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount

.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Brooks 1903

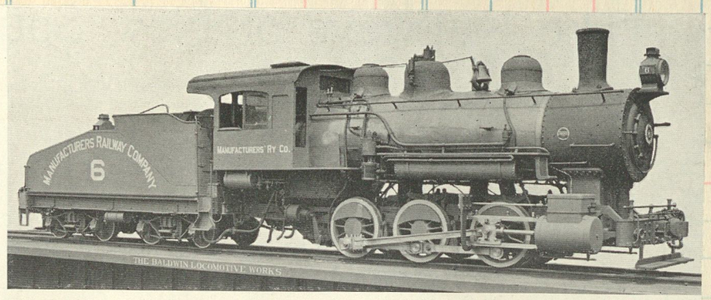


cyls 20x26
dr 50"
TF 32,240
wt 143,000

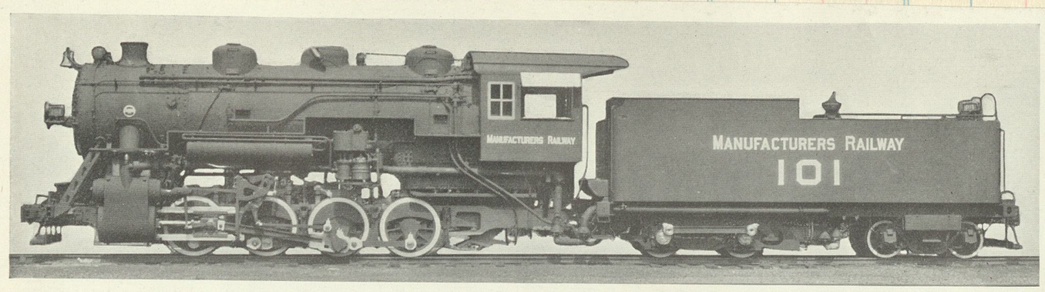
29420

Cylinders	20″ x 26″
Drivers, diam.	51″
Steam pressure	190 lb.
Grate area	28 sq. ft.
Heating surface	2311 sq. ft.
Weight, total engine	145,900 lb.
Tractive force	33,000 lb.

C/N 38092



Six-coupled Switching Locomotive, Built by The Baldwin Locomotive Works, 1912



Eight-coupled Locomotive with Tender Booster, Built by The Baldwin Locomotive Works, 1929 c/n 60832

Specially designed for handling traffic over the Municipal Bridge.

Cylinders	25″ x 28″	Tubes, number	5½″, 36; 2″, 224	Wheel base, total engine	15′ 0″	Tank capacity	9000 U. S. gal.
Drivers, diam.	51″	" length	14′ 6″	" " " and		Fuel "	10 tons
Boiler, diam.	80″	Grate area	47 sq. ft.	tender	55′ 1¾″	Tractive force:	
Steam pressure	200 lb.	Water heating surface	2658 sq. ft.	Weight, total engine	233,210 lb.	Main cylinders	58,300 lb.
Firebox	102⅛″ x 66¼″	Superheating surface	583 sq. ft.	" " " and		With booster	72,000 lb.
Tubes, diam	5½″ & 2″			tender	410,300 lb.		

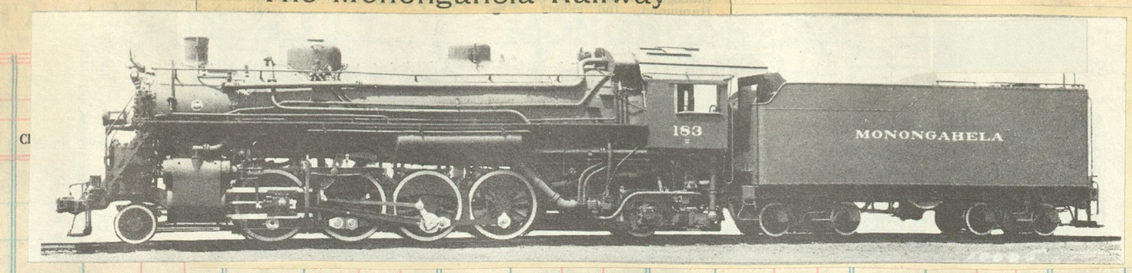
Sold to C.& I.M.
and noed 545

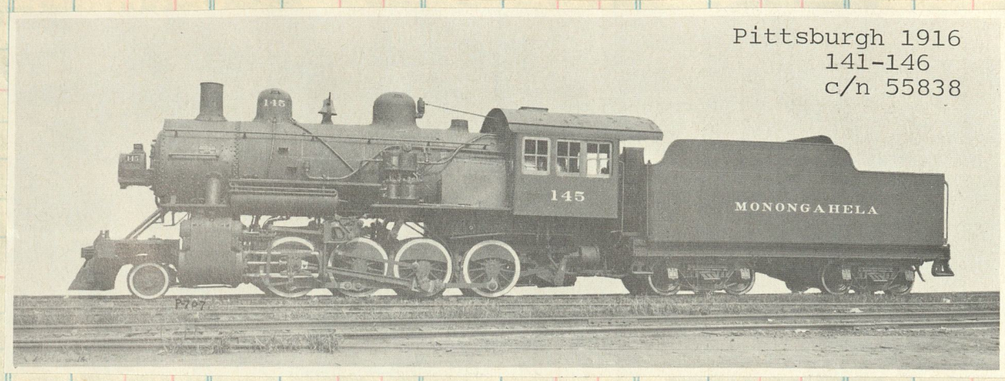
Total
Add—Error _____ DATE
Deduct " _____ DATE
Total
Add Working Fund
Total to be Accounted for

Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

The Monongahela Railway

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Cl





Pittsburgh 1916
141-146
c/n 55838

183-185
Baldwin 1927
c/n 60094

NYCS
A P A-46

4-46 1000 bks. (E
Printed in U.

BLW 1927

Pressure, 200 lb.
Drivers, 63 in.
Cyls., 26 in. by 30 in.
Wt., drivers, 236,080 lb.
Wt., engine, 318,740 lb.
H't'g. surface, 3,876 sq. ft.
Superheater, 1,080 sq. ft.
Grate, 66.7 sq. ft.
Tr. force 54,700 lb.
Tr. force, booster, 65,700 lb.

Total Mileage, 171.26.

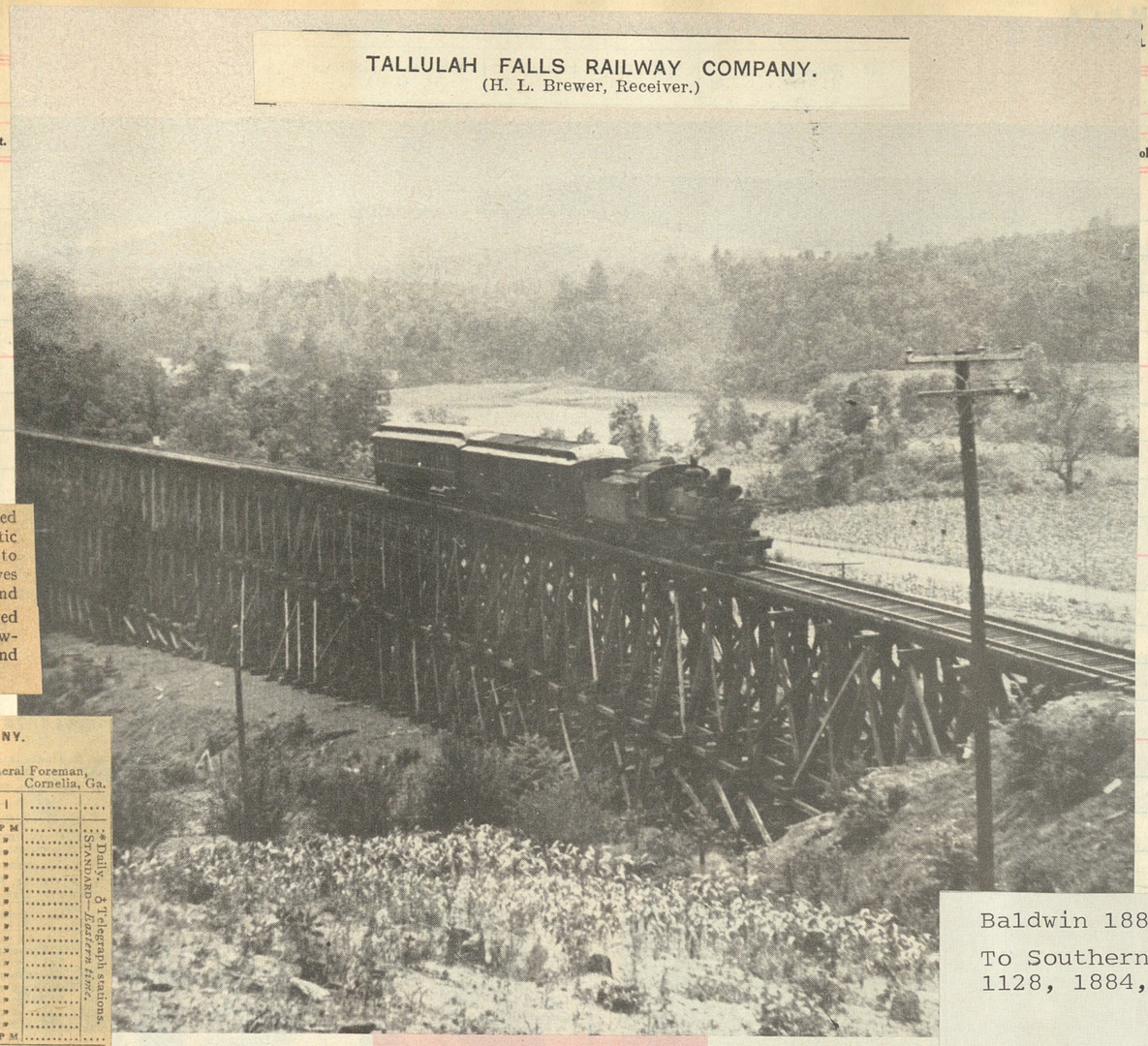
No. 806	Mls.	September 24, 1933.	No. 833
		(P. & L. E. Terminal.)	
6 30 A M		lv. Pittsburgh (P. & L. E. R. R.) ar.	
		(Pennsylvania Terminal.)	
8 25 A M		lve. Pittsburgh (Penna.) arr.	8 16 P M
		(Monongahela Ry.)	
10 12 A M	0	lve. Brownsville ⊙ arr.	6 55 P M
10 16 "	0.9	South Brownsville ⊙	6 51 "
10 19 "	2.2	Alicia ⊙	6 48 "
10 23 "	4.4	Big Meadow Run ⊙	6 24 "
10 27 "	6.1	Maxwell ⊙	6 21 "
10 31 "	7.5	East Fredericktown ⊙	6 18 "
10 36 "	9.3	East Millsboro ⊙	6 13 "
10 40 "	11.3	East Rices Landing ⊙	6 06 "
10 44 "	13.9	Arensburg ⊙	6 05 "
10 48 "	15.2	Isabella ⊙	6 02 "
10 50 "	16.0	East Riverside ⊙	6 00 "
10 53 "	17.5	Antram ⊙	5 56 "
10 56 "	18.8	Adah ⊙	5 53 "
10 58 "	19.2	Gates ⊙	5 51 "
11 01 "	20.5	**Huron** ⊙	5 48 "
11 03 "	21.3	Ronco ⊙	5 46 "
11 07 "	22.6	Masontown ⊙	5 43 "
11 09 "	23.2	Mt. Sterling ⊙	5 41 "
11 12 "	24.5	Grays Landing ⊙	5 38 "
11 16 "	26.3	Martin ⊙	5 34 "
11 20 "	28.0	New Geneva ⊙	5 30 "
11 24 "	30.1	Poland ⊙	5 26 "
11 27 "	31.6	Dilliner ⊙	5 23 "
11 30 "	32.9	West Point Marion ⊙	5 20 "
11 40 "	38.1	West Van Voorhis ⊙	5 11 "
11 44 "	39.4	Maidsville ⊙	5 07 "
11 48 "	41.1	**Randall** ⊙	5 03 "
– –	42.4	Granville	– –
11 57 A M	44.2	Morgantown ⊙	4 58 "
12 02 P M	47.3	Lock No. 11	4 53 "
12 05 "	48.9	Hilderbrand	4 49 "
12 08 "	49.6	Booth ⊙	4 45 "
12 11 "	51.4	Tice	4 42 "
12 14 "	52.9	Lock No. 12 ⊙	4 38 "
12 17 "	54.3	Lock No. 13	4 35 "
12 20 "	55.5	Flaggy Meadow	4 33 "
12 23 "	56.5	National	4 30 "
12 26 "	57.5	Brady ⊙	4 27 "
12 28 "	58.5	Lowsville ⊙	4 24 "
12 32 "	59.5	John Y	4 21 "
12 36 "	60.7	Byrne ⊙	4 17 "
12 40 "	63.0	Radcliff	4 11 "
12 43 "	64.3	Prickett	4 08 "
12 50 "	66.1	North Fairmont ⊙	4 04 "
12 55 P M	67.8	**Fairmont** ⊙	4 00 P M
		ARRIVE | LEAVE	

Clos. No.	Sold	Amount

114

SELLER
DATE
FORM DESTINATION Amt.

TALLULAH FALLS RAILWAY COMPANY.
(H. L. Brewer, Receiver.)



(2) The Tallulah Falls Ry. was incorporated in 1898 to take over the Blue Ridge & Atlantic RR, sold in 1897. It runs from Cornelia, Ga., to Franklin, N. C., 58 miles, and has 5 locomotives and 48 cars. It ran up large deficits in 1931 and 1932, and in 1933 its abandonment was approved by the Interstate Commerce Commission. However, in 1933 and 1934 it almost broke even, and it is still being operated.

TALLULAH FALLS RAILWAY COMPANY.

J. F. Gray, Receiver, Cornelia, Ga.

H. L. Brewer, Gen. Mgr. and Auditor, Cornelia, Ga. | T. F. Smith, General Foreman, Cornelia, Ga.

Connection—With Southern Railway.

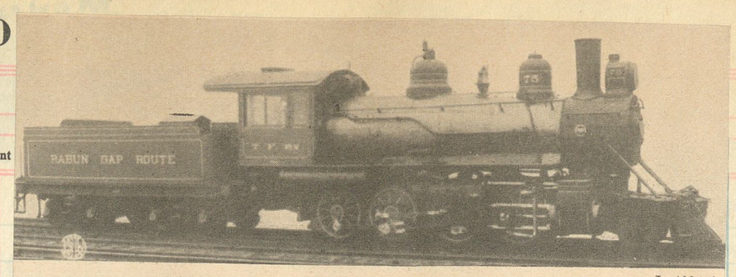
No. 2	Mls	May 14, 1933.	No. 1
*1050 A M	0	lve....Cornelia[1] ð ..arr.	5 00 P M
11 02 "	4.4	.....Demorest ....ð	4 49 "
11 06 "	6.0	.....Habersham	4 44 "
11 18 "	7.3	.....Clarkesville....ð	4 38 "
11 27 "	13.0	.....Hollywood.....	4 24 "
11 36 "	16.1	.....Turnerville.....	4 15 "
11 45 "	18.5	.....Tallulah Park.....	4 06 "
11 52 A M	20.9	.....Tallulah Falls...ð	3 58 "
12 10 P M	26.3	.....Lakemont.....ð	3 38 "
12 15 "	27.9	.....Wiley.....	3 33 "
12 27 "	31.4	.....Tiger.....	3 21 "
12 38 "	34.7	.....Clayton .....ð	3 11 "
12 48 "	37.8	.....Mountain City.....	3 01 "
12 56 "	40.5	.....Rabun Gap.....	2 52 "
1 01 "	41.6	.....Dillard, Ga.....ð	2 48 "
1 18 "	48.5	.....Otto.....	2 32 "
1 32 "	52.8	.....Prentiss.....	2 20 "
1 50 P M	57.2	arr...+Franklin ð ..lve	*2 05 P M

*Daily. ð Telegraph stations. STANDARD—Eastern time.

Tallulah Falls, 57 miles of country like this between Cornelia, Ga., and Franklin, N. C., no longer schedules this pleasant passenger haul.

D O

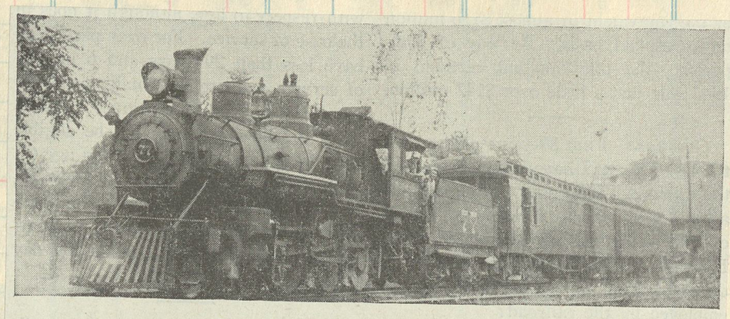
Sold Amount



J. Alderoft

WHEN NEW, ENGINE 75 OF THE TALLULAH FALLS RAILWAY, OF GEORGIA, LOOKED LIKE THIS. IT WAS BUILT AT THE BALDWIN WORKS IN 1913.

C/N 39188



Richard E. Prince

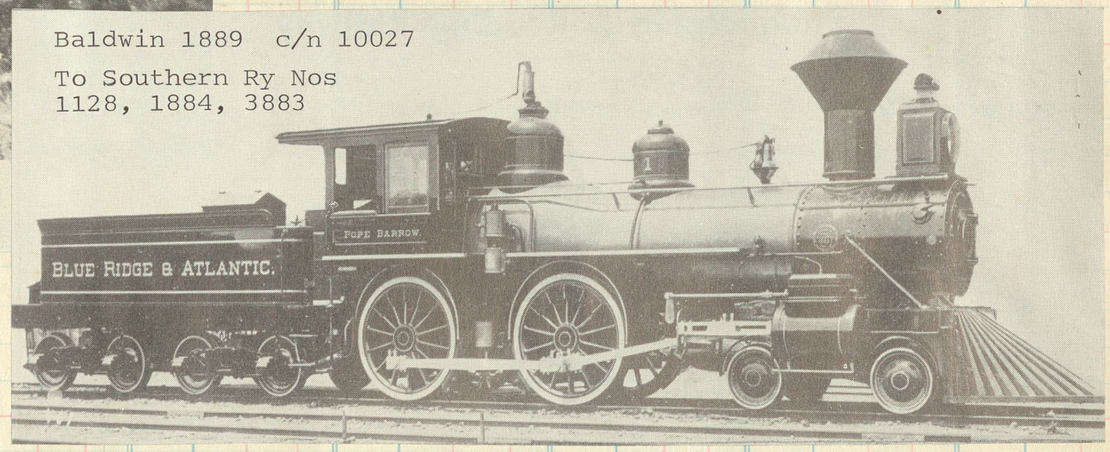
TALULAH FALLS RAILWAY'S ENGINE 77 AT CORNELIA, GA.

Cyls 18x26
dr 57"
TE 23,000

Built as Augusta Southern #75 in 1908 by Baldwin [c/n 33630]. In 1920 went to Ga. & Fla. #175, then to Tallulah Falls #77 in 1936.

Baldwin 1889 c/n 10027

To Southern Ry Nos
1128, 1884, 3883



Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | S… | …No. | Amount | Clos. No. | Sold | Amount

WEATHERFORD, MINERAL WELLS & NORTHWESTERN

C. M. Clegg

WEATHERFORD, MINERAL WELLS & NORTHWESTERN

THE WEATHERFORD, MINERAL WELLS AND NORTHWESTERN RAILWAY COMPANY.

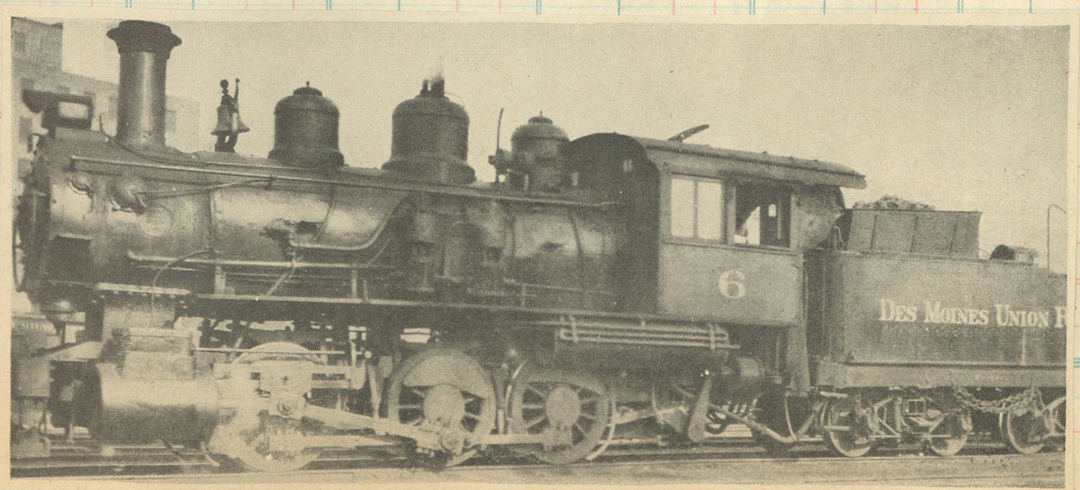
O. P. VAN SWERINGEN, Chairman of the Board, Cleveland, O.
J. L. LANCASTER, President, Dallas, Tex.
HERBERT FITZPATRICK, Vice-President—Law and Corporate Relations, Cleveland, O.
WM. WYER, Vice-President, Asst. Secretary and Asst. Treasurer, Cleveland, O.
J. A. SOMERVILLE, Vice-President, Dallas, Tex.
J. B. PAYNE, Vice-President, "
B. C. CROW, Vice-President and Asst. Treas., Weatherford, Tex.
A. J. BIARD, Auditor, Dallas, Tex.
T. D. GRESHAM, General Solicitor, "
M. D CLOYD, Secretary, "
A. L EWING, Treasurer, "
C. W. VEITCH, Asst. Sec'y and Asst. Treas., Cleveland, O.
EDWIN G. WAGNER, Asst. Sec'y and Asst. Treas., "
S. B. SMITH, Assistant Auditor, Assistant Secretary and General Freight and Passenger Agent, Weatherford, Tex.
F. S. McCLUNG, Purchasing Agent, Dallas, Tex.
H. C. REMINGTON, Car Accountant, "
R. C. GRIFFITH, Land and Industrial Commissioner, "

* Daily; † daily, except Sunday; ⚑ flag stop. ▲ Motor car. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

1	3	Mls	*August, 1935.*	2	4		
			(*Tex. & Pac.*)		P M		
			lv. **Dallas** (*Un. Ter.*) ar.		3 10		
			lve.. **Fort Worth** .arr.		2 05		
	A M		arr. **Weatherford** .lve.		1 15		
	†4 45	0	lve. **Weatherford** ♁ arr.		11 20		
	†5 05	6.2	..... Lemley		†10 55		
	†5 15	9.8	..... Franco.....		†10 45		
	5 30	13.0	.....Garner.....♁		10 30		
▲	– –	17.1	.....Rock Creek.....	▲	– –		
A M	6 00	21.9	arr. + **Mineral Wells** ♁ lve.	A M	10 00		
*11 55	7 00	21.9	lve.. **Mineral Wells**..arr.	11 15	9 45		
12 15	7 25	30.0	..... **Salesville**.....⚑	*10 50	9 00		
P M	7 45	35.9	.....Oran.....	A M	8 45		
	8 15	41.2	..... **Graford**		†8 30		
	A M		ARRIVE	LEAVE	A M		

Connections.—At Weatherford—With all Texas & Pacific and Gulf, Colorado & Santa Fe trains. At Mineral Wells—With Frisco Lines in Texas and Palo Pinto Stage Line.



Donald A. Somerville

DES MOINES UNION RAILWAY CO.

—FURNISHING—

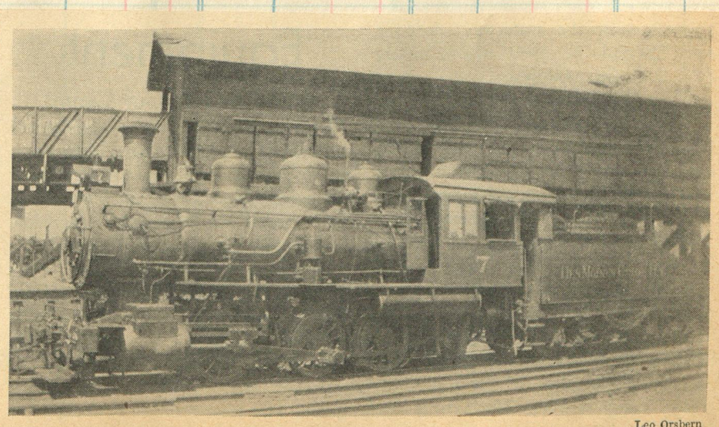
TERMINAL FACILITIES FOR RAILROADS ENTERING DES MOINES

WALTER S. FRANKLIN, President, Railway Exchange Building, St. Louis, Mo.
J. T. GILLICK, Vice-President, 848 Union Station, Chicago, Ill.
▲J. A. WAGNER, General Manager, Des Moines, Ia.
W. A. HAHNEN, Treasurer, "
T. S. FORD, Secretary and Auditor, "
A. L. MORGAN, Chief Engineer, "
WM. H. ARNOLD, General Foreman, "
A. JOHNSON, Roadmaster, "

▲ Purchasing agent.

Furnishing terminal facilities at present for the Chicago, Milwaukee, St. Paul & Pacific R.R.; Wabash Ry.; Chicago, Burlington & Quincy R.R.; Chicago Great Western R.R. The only railroad having direct connection with all other railroads entering Des Moines, and is located nearest the business portion of the city. Does a switching business to and from the principal manufacturing and business interests of the city
Miles operated, 28. *January*, 1933.

Nos 6 & 7
Baldwin 1907
c/n's 31438-31439



Leo Orsbern

DES MOINES UNION RAILWAY, ENGINE 7, BUILT IN 1907

FROM

CATSKILL LANDING

ON THE HUDSON RIVER,

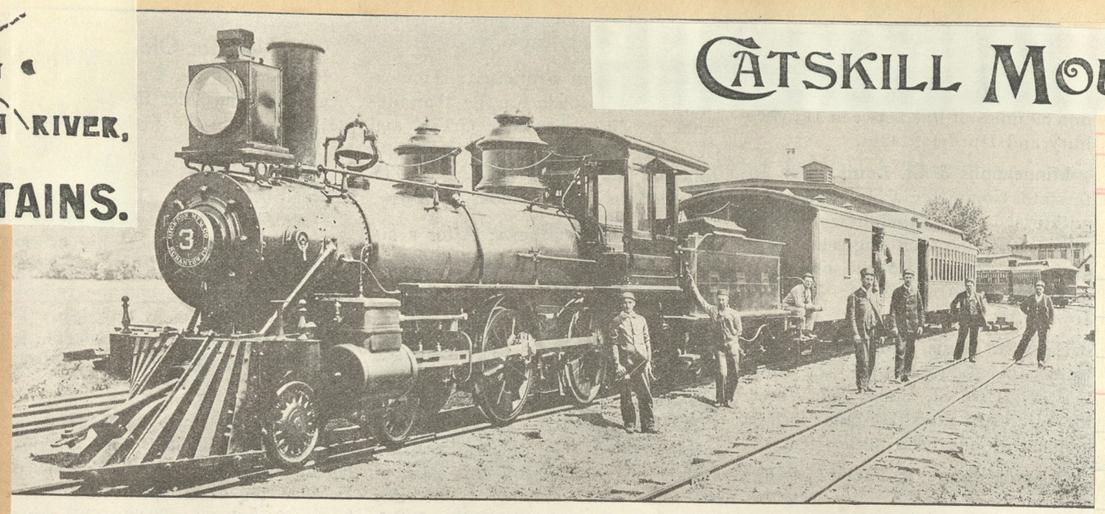
TO THE

CATSKILL MOUNTAINS.

CATSKILL MOUNTAIN RAILWAY.

Abn 1918

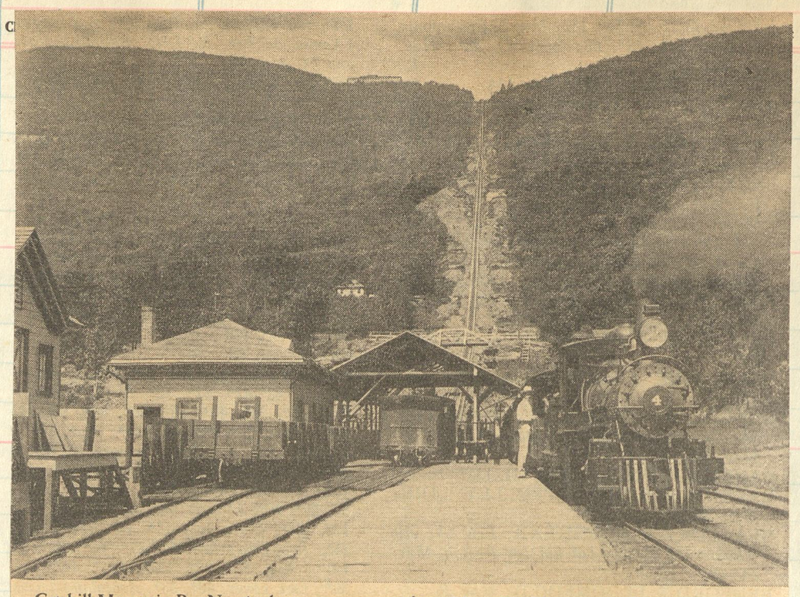
No 3, the
"Chas T. Van Santvoord"
Built by Dickson in
1885 (c/n 522) as the
Cairo RR #1, renoed 3
Retired 1911



ON THE CATSKILL MOUNTAIN RAILWAY

W. W. Robinson

This old time picture shows the Cairo Branch train of the Catskill Mountain Railway at Catskill, N.Y. The engine was built by Dickson at Scranton, Pa., ~~in 1884~~.

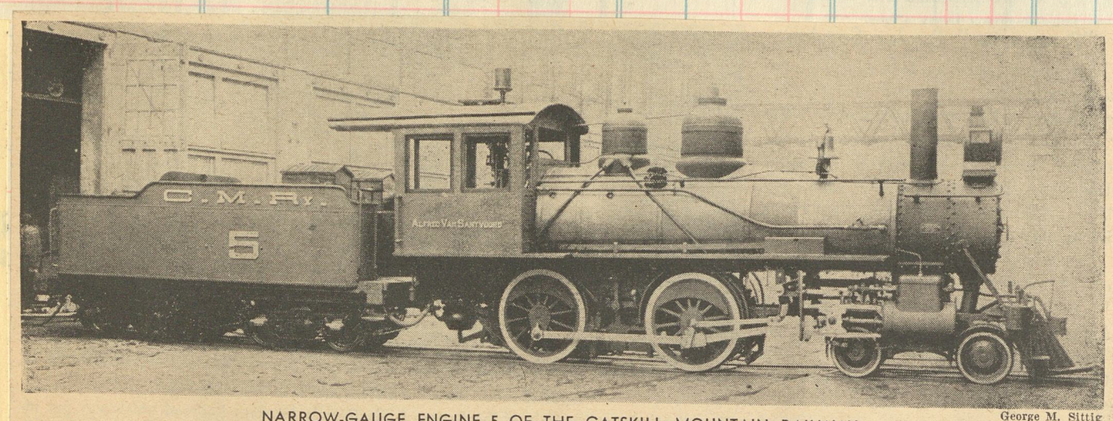


Catskill Mountain Ry. No. 4 takes on passengers from Mountain House, once famous New York State resort, at Otisville Junction. Descent from hotel was made via inclined Otis Railway

#5, the CM's
last engine

Rogers 1912
c/n 51126

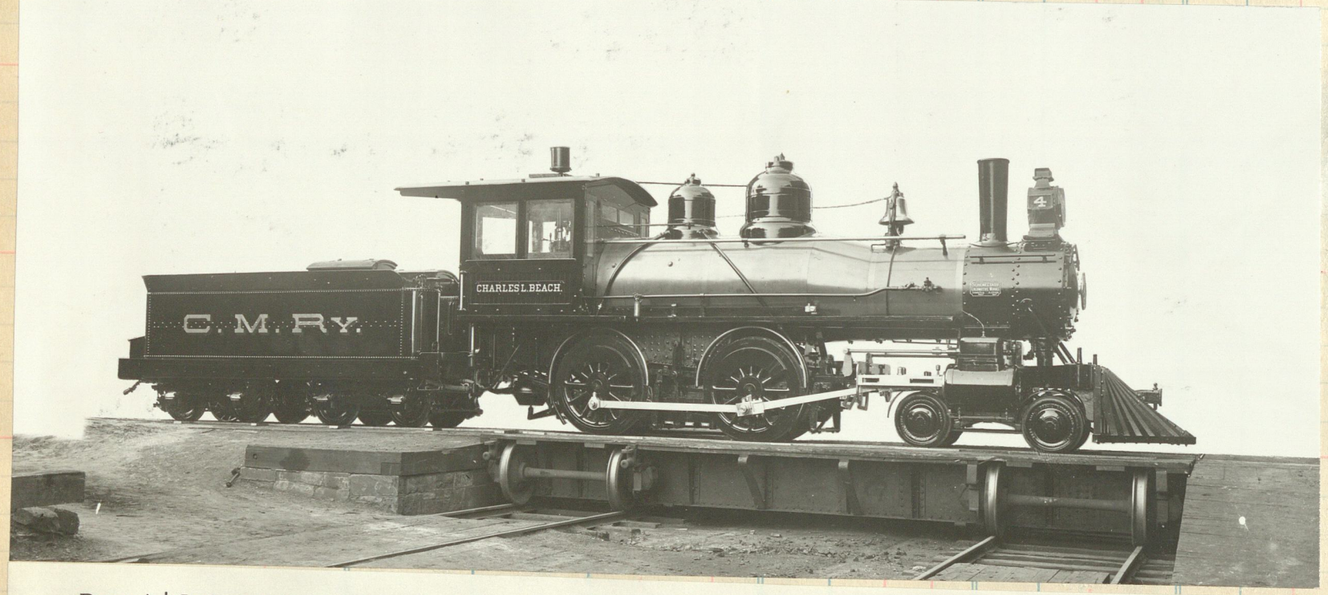
Sold in 1920
to M L Davis
Lbr Co (Ala)
lettered as
Oak Grove &
Georgetown.



NARROW-GAUGE ENGINE 5 OF THE CATSKILL MOUNTAIN RAILWAY

George M. Sittig

This photograph shows the famous "Alfred Van Santvoord" leaving the yards on the trip on the old narrow-gauge line in the land of Rip Van Winkle shortly after the turn of the century. This road was torn up in 1918 or 1919.



Beautiful as a Crown jewel, 1st #4 the Charles L. Beach was delivered by Schenectady in 1895 c/n 4333. Destroyed in enginehouse fire December 1908.

CATSKILL MOUNTAIN RAILWAY,

AND CAIRO RAILROAD

From Catskill Landing, on the Hudson River, to the Catskill Mountains.

CONNECTING WITH THE OTIS ELEVATING RAILWAY AT OTIS JUNCTION.

SHORTEST, QUICKEST AND BEST ROUTE.

Close Connections at Catskill with Hudson River Day Line Steamers and the Steamers of the Catskill Night Line, the New York Central and the West Shore Railroad: also with Newburgh & Albany Line Steamers.

TIME-TABLE NO. 76. TAKES EFFECT SATURDAY, JUNE 13, 1896.

LEAVE NEW YORK.						CONNECTING LINES	ARRIVE IN NEW YORK.					
	AM	AM			PM	PM					AM	AM
	9.00	9.00	AM	AM	6.00	6.00	Catskill Line Steamers	PM	PM		5.00	5.00
	11.30	11.30	9.40 (June 22	8.00			H.R. Day Line Steamers	5.30	5.30		PM	PM
	11.35	11.35	9.15	7.30			New York Central RR.	2.10	2.10	PM	9.30 (June 22	11.35
							West Shore RR., 42d Street	2.45	2.45	6.30	9.55	9.55

Catskill to Cairo, Otis Junction and Palenville.

Saturday, June 13, '96

NO 13 DAILY EXCEPT SUNDAY. Day Line Cairo Special	NO. 11 DAILY EXCEPT SUNDAY. Day Line Otis R'y & Palenville Special	NO. 9 DAILY EXCEPT SUNDAY. Otis R'y & Palenville Special	NO. 7 DAILY EXCEPT SUNDAY. Cairo Local	NO. 3 DAILY. Night Line Cairo Special	NO. 1 DAILY. Night Line Palenville & Otis R'y Special	STATIONS.	DISTANCES	NO. 6 DAILY EXCEPT SUNDAY. Cairo Day Line and Railroad Express	NO. 8 DAILY EXCEPT SUNDAY. Otis R'y Day Line & Railroad Express	NO. 10 DAILY EXCEPT SUNDAY. Cairo Afternoon Express	NO. 12 DAILY EXCEPT SUNDAY. Otis R'y Afternoon Express	NO. 14 DAILY. Otis R'y Night Line & Railroad Express	NO. 16 DAILY. Cairo Night Line and Railroad Express
PM	PM	PM	AM	AM	AM	Leave Arrive		AM	AM	PM	PM	PM	PM
3.40	3.30	12.55	11.50	6.15	6.00	Catskill Landing	.00 15.75	10.30	10.50	2.45	3.00	5.55	6.30
3.45	3.35	1.00	12.00	6.20	6.05	Catskill Village	.80 14.95	10.25	10.45	2.40	2.55	5.50	6.25
3.50	3.38	1.05	12.05	6.25	S 6.08	West Shore Stat'n	1.25 14.50	10.20	10.41	2.35	2.51	5.46	6.20
3.57	3.44	1.11	12.12	6.32	6.14	3rd Bridge Siding	4.10 11.65	10.11	10.33	2.26	2.43	5.38	6.11
S 4.02			S 12.17	S 6.37		Leeds (Toll Gate)	5.72 10.03	S 10.06		S 2.21		S 5.33	S 6.16
4.07	3.53	1.20	12.22	6.42	6.22	South Cairo	7.71 8.04	10.00	10.23	2.15	2.33	5.28	6.00
S 4.13	3.57	1.24	S 12.28	S 6.48	6.28	Cairo Junction	9.45 6.30	S 9.55	S 10.18	S 2.10	S 2.28	S 5.23	S 5.55
4.25			12.40	7.00		Cairo (Via Cairo) Harrison	9.77 5.77	9.45		2.00			5.45
					S 6.50	Lawrenceville	11.50 4.30		S 10.18		S 2.23	S 5.18	
	S 4.01	S 1.28			S 6.55	M. H. Siding	13.58 2.17		S 10.08		S 2.18	S 5.13	
	S 4.06	S 1.32			6.58	Otis Junction	14.28 .97		10.05		2.15	5.10	
	4.09	1.35			6.38	Palenville Lve	15.25 .00		10.00		2.10	5.00	
	4.14	1.40			6.43	Arr							
	4.20	1.47			6.50	Otis Summit VIA OTIS ELEVATING RY., Connecting at Otis Junction.			9.50		2.00	4.50	
PM	PM	PM	PM	AM	AM			AM	AM	PM	PM	PM	PM

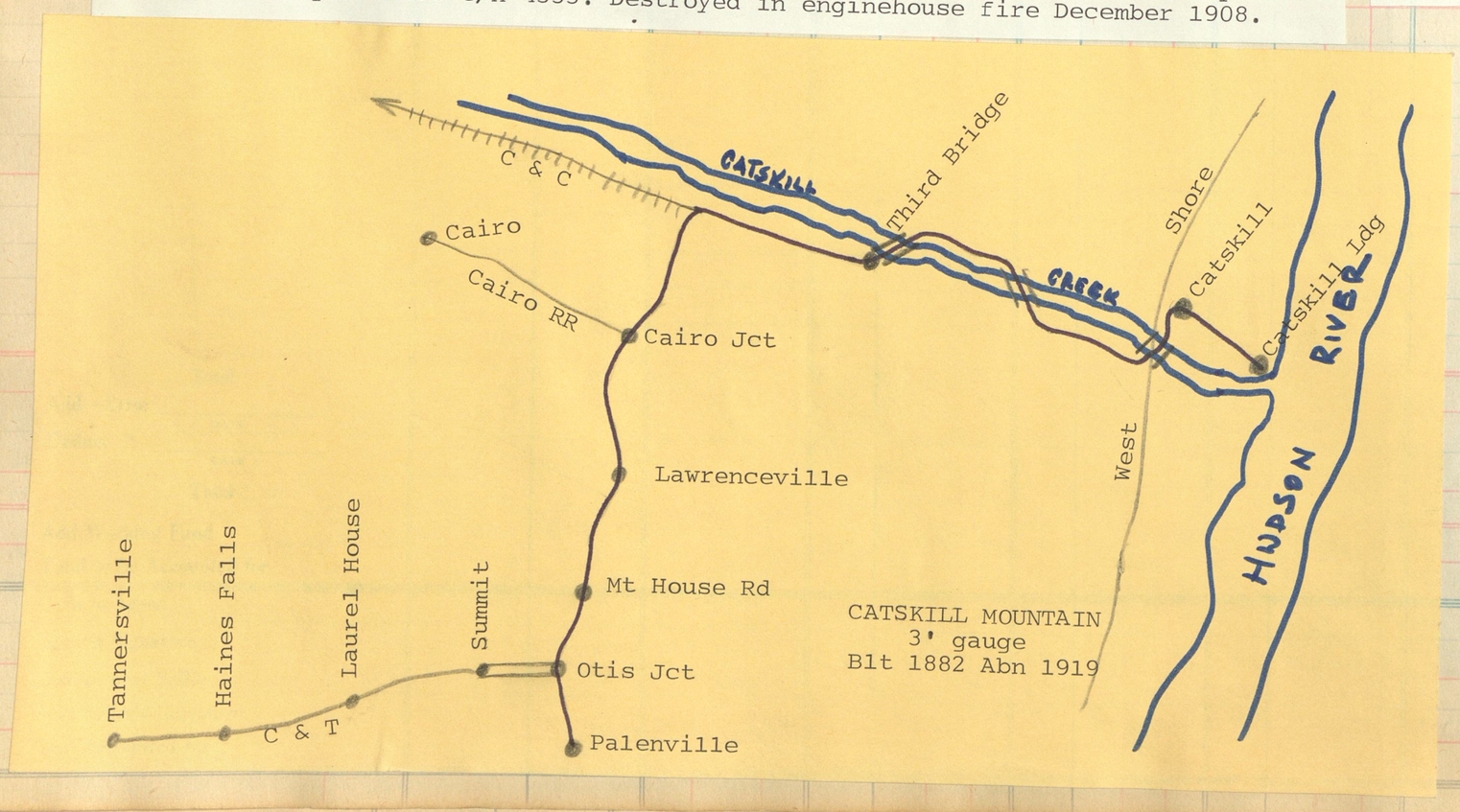
This Time Table will be Superseded by Summer Time-Table No. 77 Saturday, June 27th.

Connection by Otis El. Ry. will not be made until Saturday, June 20th.

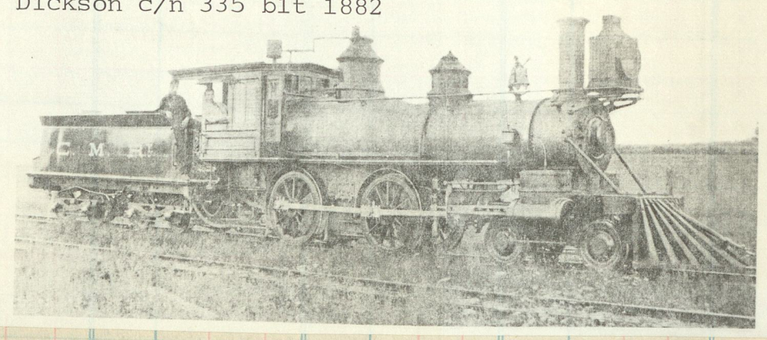
Large figures indicate regular stops.
S opposite small figures indicates that trains stop on signal or to let off passengers.
Trains 1, 3, 14 and 16 run daily. Other trains daily except Sundays.

For the Information and Government of Employes only.

CHAS. A. BEACH, Genl. Supt., Catskill, N. Y.



1 "S. Sherwood Day"
Dickson c/n 335 blt 1882

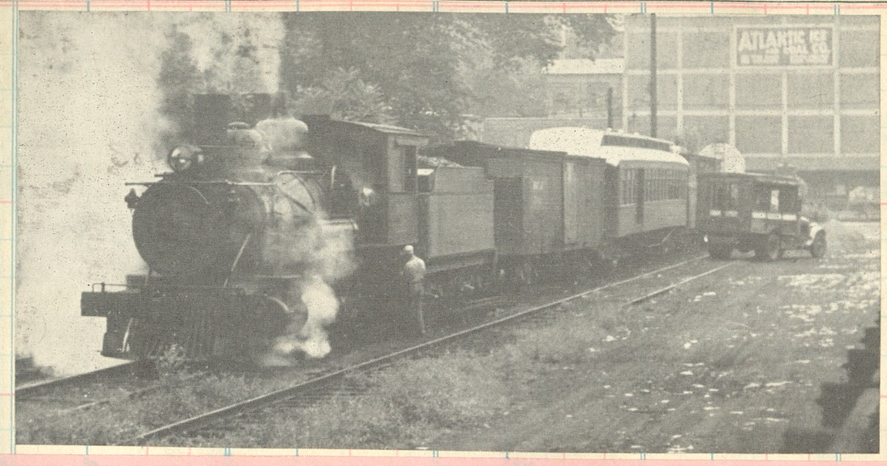


Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | ... | Sold | Amount

SMOKY MOUNTAIN RAILROAD.

5	Knoxville (904)	Tenn.	20	*Ford	Tenn.	40	*Shooks	Tenn.	60	*McMahan	Tenn.
10	*Vestal	Tenn.	25	*Clear Springs.	Tenn.	45	*Pitner's	Tenn.	65	*Boyd's Creek.	Tenn.
15	*Kincaid Spur.	Tenn.	30	*Neubert	Tenn.	50	*Seymour	Tenn.	70	*Revilo	Tenn.
			35	*Klondike	Tenn.	55	*Oak City.	Tenn.	75	*Ewing	Tenn.

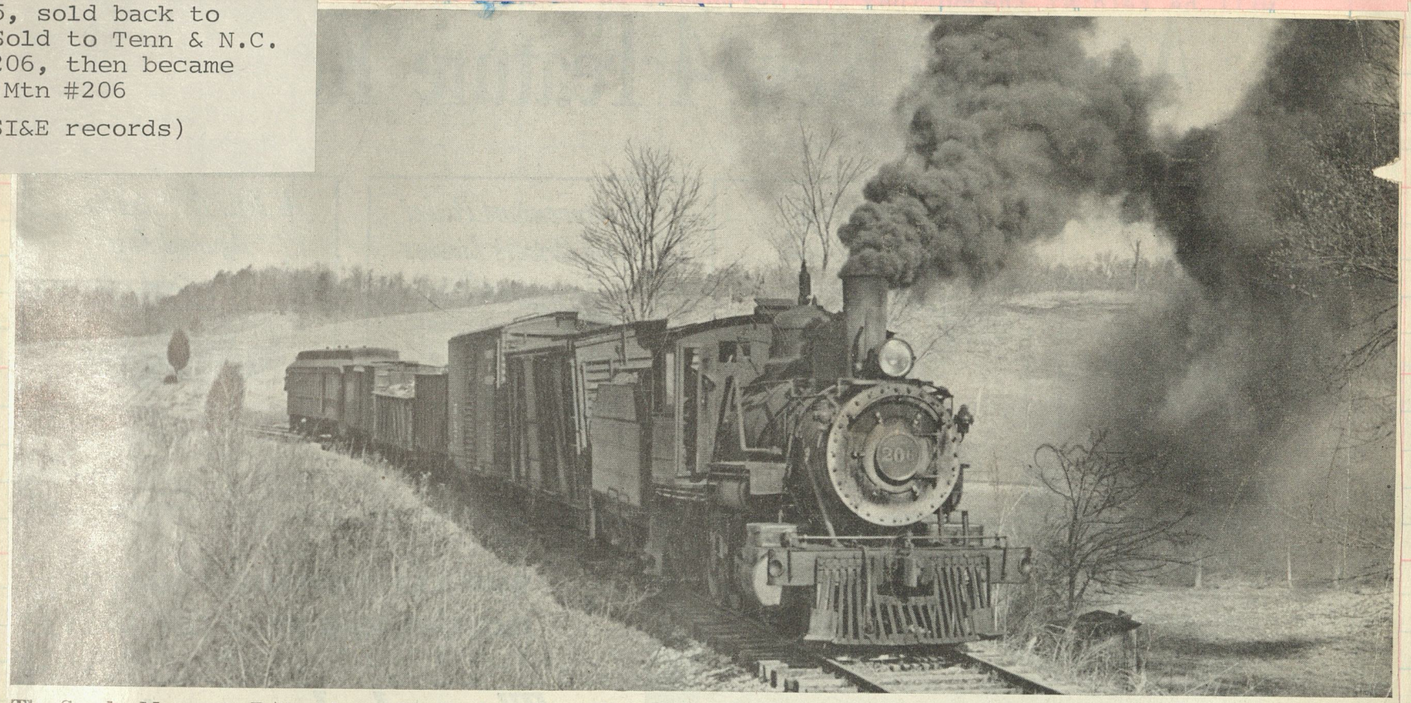
80	Sevierville	Tenn.



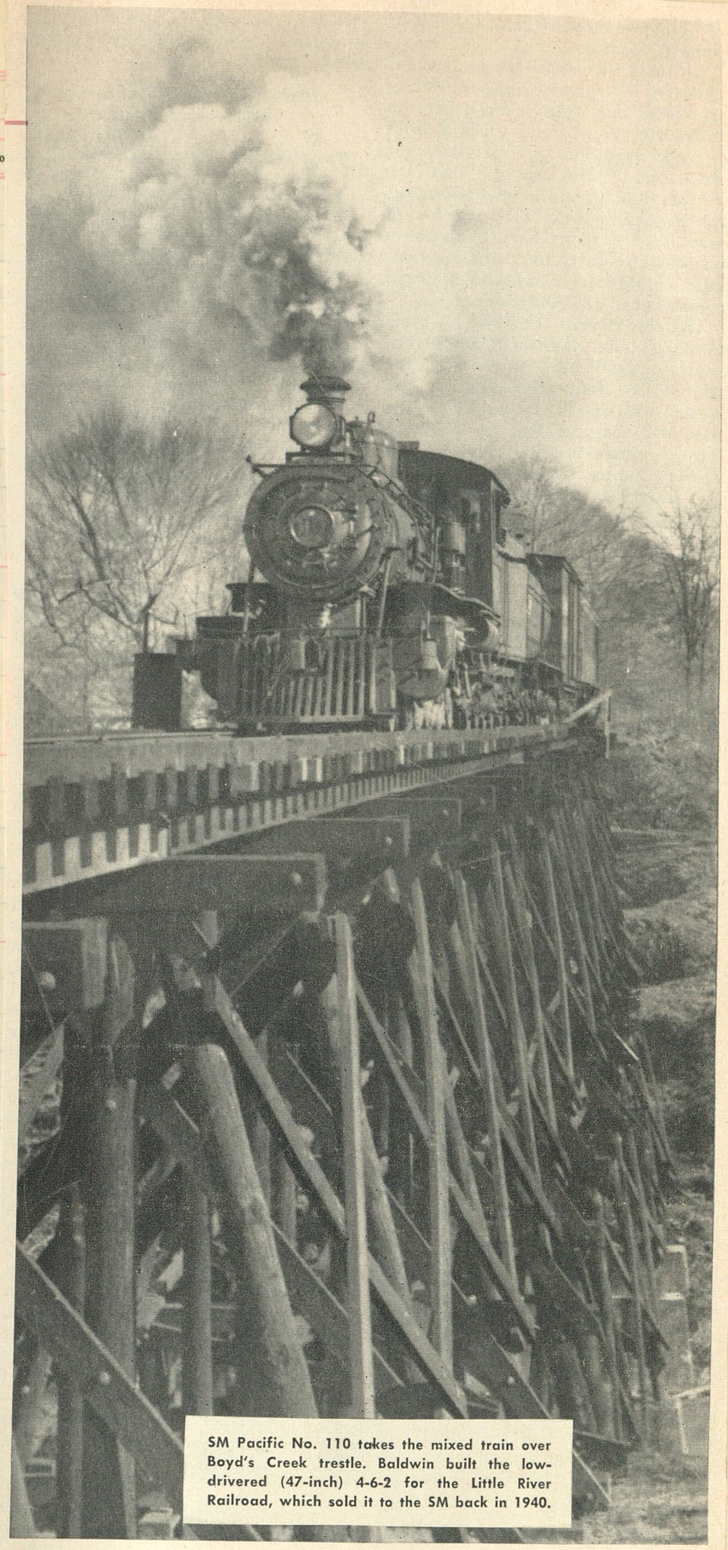
The Smoky Mountain varnish waits at her Knoxville Terminal while she takes aboard the U. S. mails and the engineer oils up the joints of the ol° 206.

Mogul #206 built in 1910 by Baldwin (c/n 34964) as Genessee & Wyoming #9. Sold to SI&E [1498] in 1918. Then went to the Brooklyn Cooperage as #8. Sold to Ga Car & Loco. To the East Texas & Gulf #5, sold back to GC&L. Sold to Tenn & N.C. noed #206, then became Smokey Mtn #206

(fm SI&E records)

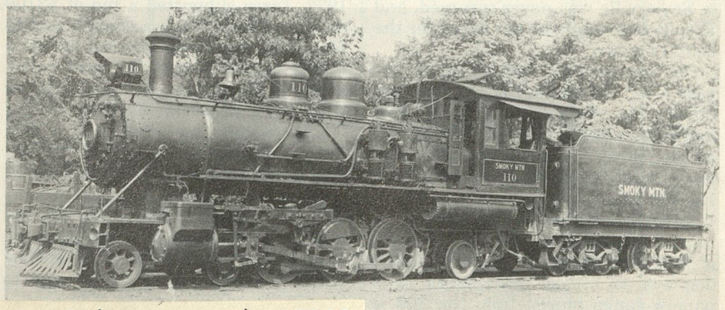


The Smoky Mountain Railroad runs 30 miles from Knoxville to Sevierville, Tennessee. Its freight-plus-passenger haul is typical of short lines.



SM Pacific No. 110 takes the mixed train over Boyd's Creek trestle. Baldwin built the low-drivered (47-inch) 4-6-2 for the Little River Railroad, which sold it to the SM back in 1940.

Joseph P. Murphy Jr.

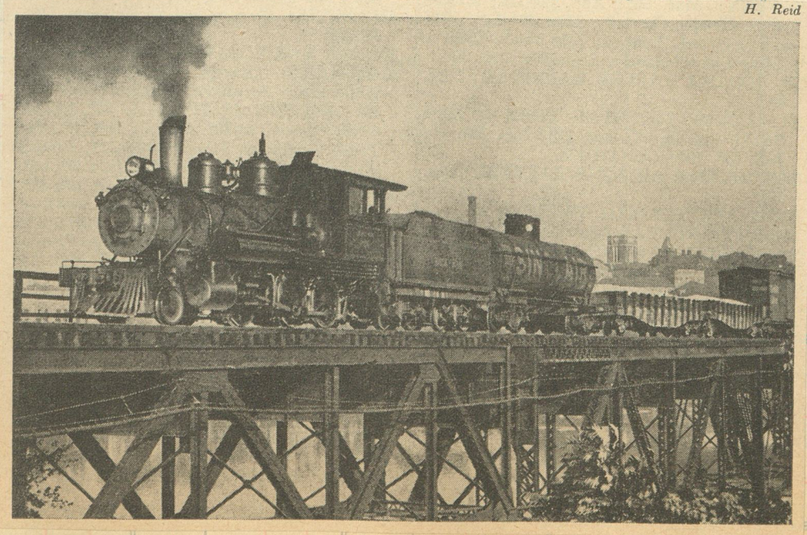


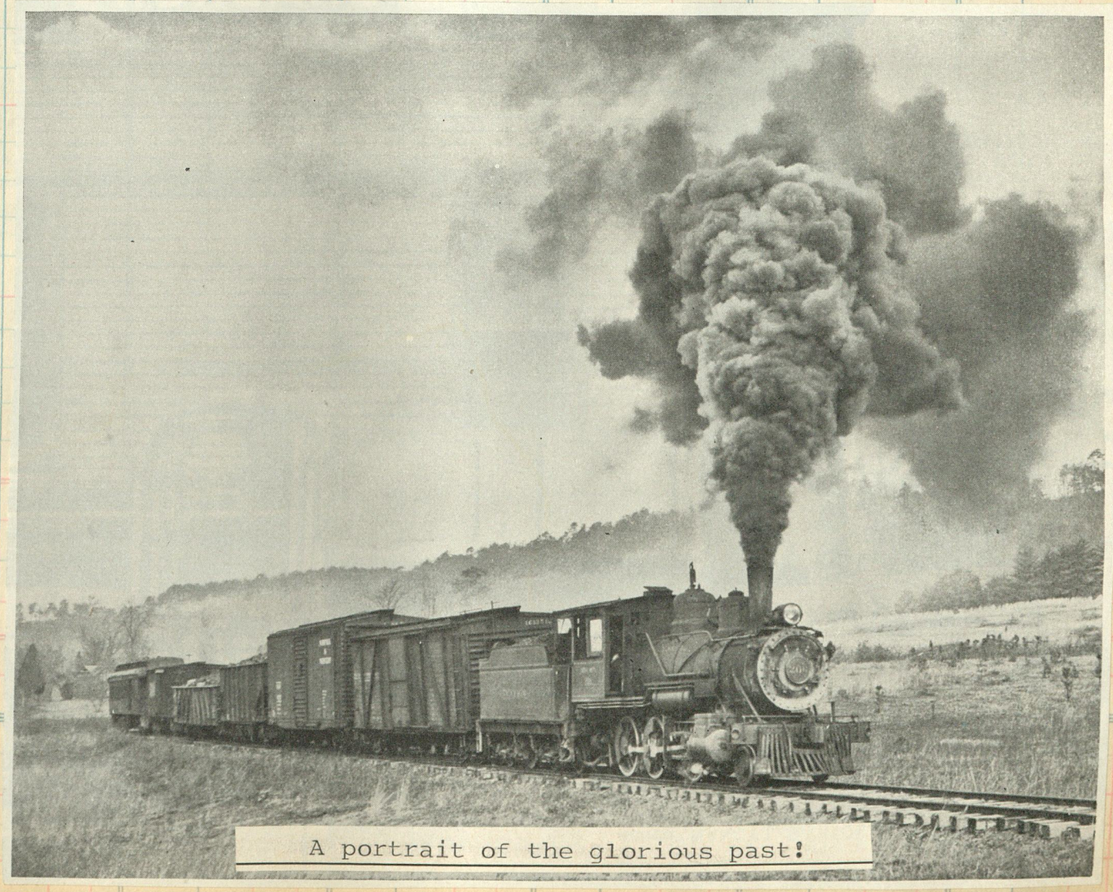
Baldwin 1911 c/n 37303

Collection of Thomas Lawson Jr.

SECOND owner Smoky Mountain abbreviated its name on Pacific's cab and tank.

H. Reid



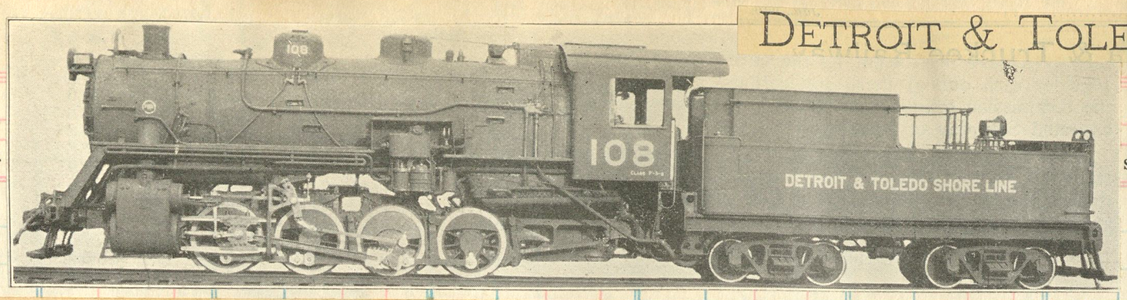


A portrait of the glorious past!

118

DETROIT & TOLEDO SHORE LINE

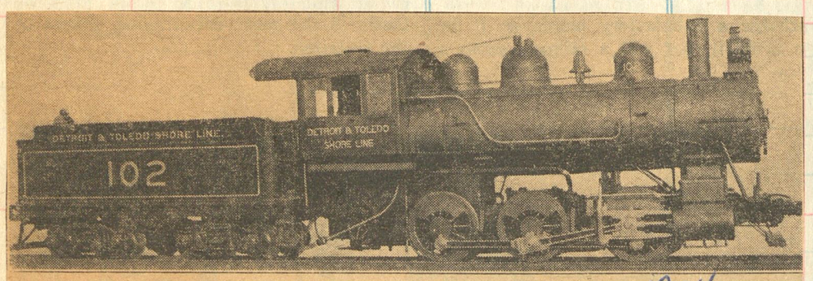
SELLER																							
DATE																							
FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount	Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



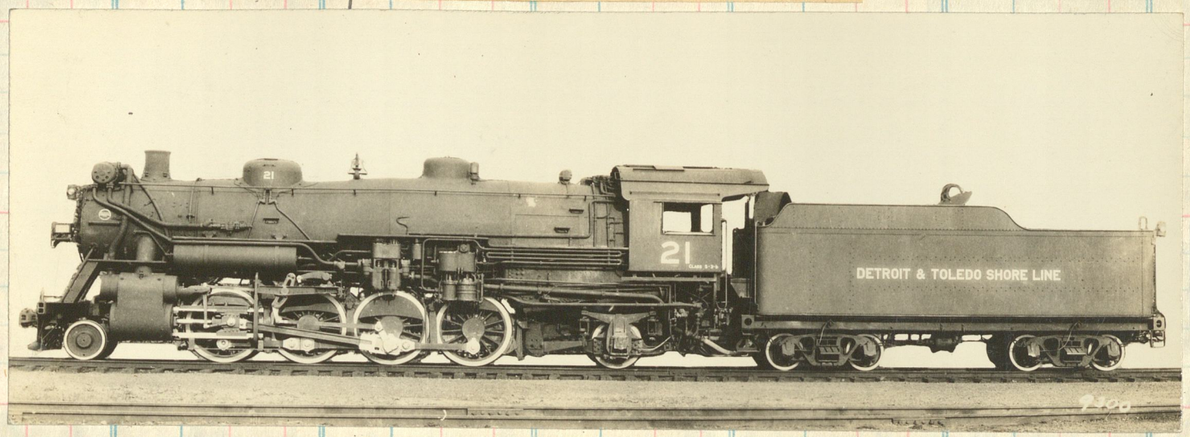
108-109

Cyls 22x28
Dr 57
T.F. 45,200

A brawny yard engine erected by Baldwin (nos 108-109 c/m 57983) in 1924



Detroit & Toledo Shore Line's No. 102, a Baldwin Job 1904

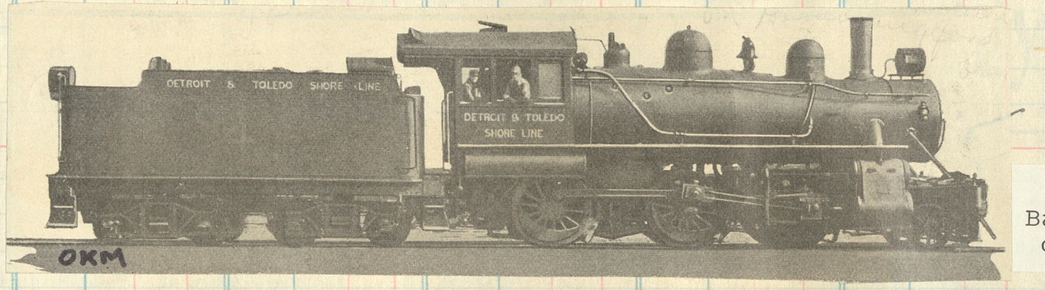


21 - 23
Baldwin 1924
c/n 58000

30-32

1936 LOCOMOTIVE 30, DETROIT & TOLEDO SHORE LINE C/N 7652

Specifications as given by Lima Locomotive Works are: Cylinders, 26 by 30 inches; steam pressure, 200 pounds; driving wheel diameter, 63 inches; wheel base, engine and tender, 78 feet, 2½ inches; total heating surface, 3,550 square feet; super-heater, 989 square feet; total engine weight, 324,200 pounds; loaded tender weight, 242,800 pounds; tank capacity, 17 tons of fuel, 14,000 gallons of water.



#4
Baldwin 1904
c/n 24203

THE DETROIT AND TOLEDO SHORE LINE RAILROAD COMPANY.

W. L. ROSS, President,	Cleveland, O.
C. G. BOWKER, Vice-President,	Detroit, Mich.
J. P. MAIN, General Manager,	"
J. R. MANN, Superintendent of Transportation,	"
F. S. ROSS, General Freight Agent,	"
O. C. CONLEE, General Agent,	"
E. W. HOTCHKISS, Secretary-Treasurer,	"
E. L. RAY, Auditor,	Toledo, O.
J. F. HAZEL, Supt. Motive Power and Equipment,	"
C. F. MAUNZ, Storekeeper,	"
O. H. SESSIONS, Engineer Maintenance of Way,	Monroe, Mich.

Total Mileage, 78.

This road is owned jointly by

Grand Trunk Western

and

The New York, Chicago and St. Louis Railroads

(Nickel Plate Road)

and is operated for freight traffic only between

DETROIT, MICH., and TOLEDO, OHIO

forming a link between the East, West North and South, with joint through fast train service with Grand Trunk Western to and from Toledo.

The following are the principal stations and mileages:

Detroit, Mich.	0	Newport, Mich.	33.7
Wyandotte, Mich.	17.7	Monroe, Mich.	41.4
Trenton, Mich.	23.0	Manhattan Junction, Ohio.	58.8
Rockwood, Mich.	28.1	Toledo, Ohio.	78.0

CONNECTIONS.

Detroit—With all roads out of Detroit.
Monroe—With New York Central R.R., Michigan Central R.R. and Pere Marquette R.R.
Toledo—With all roads out of Toledo.

May, 1933.

HOOSAC TUNNEL AND WILMINGTON RAILROAD COMPANY.

HOOSAC TUNNEL & WILMINGTON RAILROAD.
H. E. MANN, Auditor and Passenger Agent, Wilmington, Vt.
Passenger service by bus on following schedule: Leave **Hoosac Tunnel**[1] †9 50 a.m., †4 32 p.m. for Readsboro (13 miles), arriving Wilmington (24 miles) 11 45 a.m., 6 00 p.m. Leave Wilmington †7 25 a.m., †2 10 p.m., Readsboro †8 20 a.m., †3 05 p.m., arriving Hoosac Tunnel 9 00 a.m., 3 48 p.m. Freight service on rails. *September 25, 1933.*
† Daily, except Sunday *Eastern time.*
Connection.—[1] With Boston & Maine R.R.

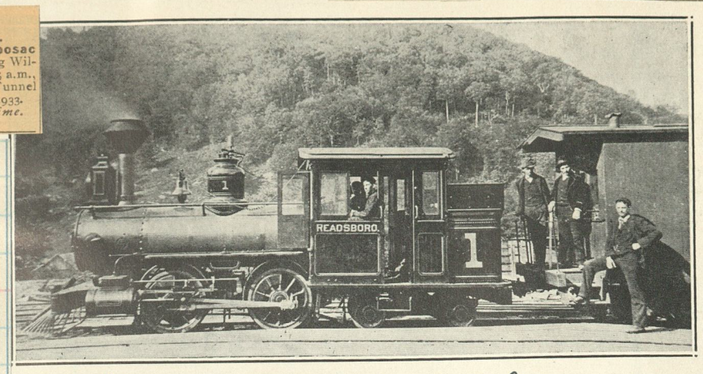
Engines Nos 1-10 were narrow gauge. Road was changed to standard gauge in 1913

In 1916 engs 4, 9 and 10 were sold to the San Ramon Sugar Plantation in Cuba

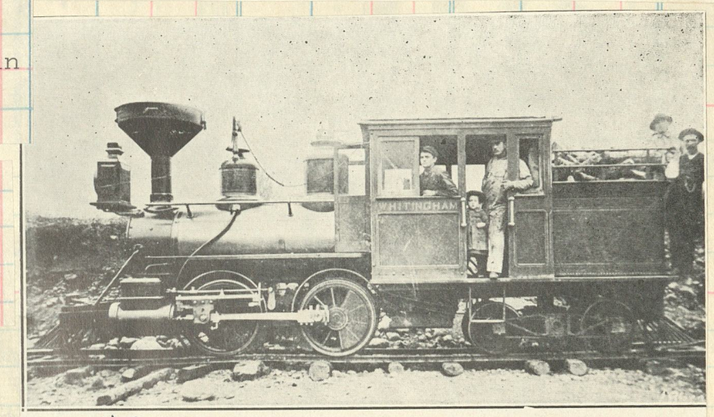
Renoed #7 and renamed "Newton"

#4, "Monroe Bridge" Baldwin 1877 (?)

#6, "Heartwellville" Baldwin 1895 (?) Reblt & renoed #8



#1 H. T. & W. "Readsboro"—Baldwin, 1884. ?



#2 H. T. & W. "Whitingham"—Baldwin 1886. ?

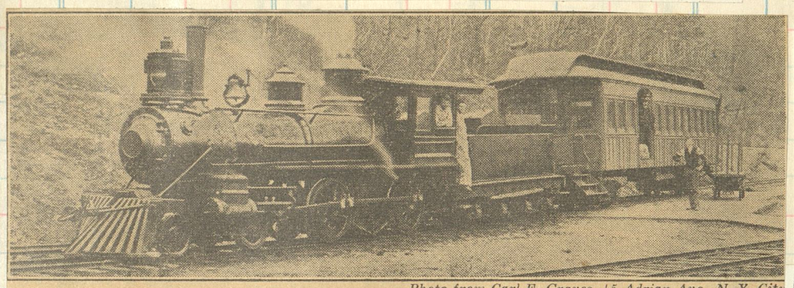
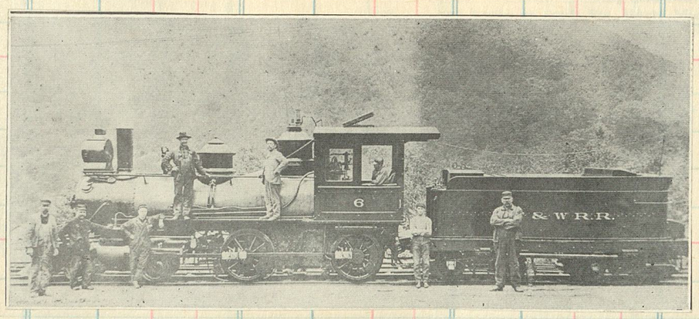


Photo from Carl F. Graves, 45 Adrian Ave., N. Y. City

Number 4, a Hoosic Tunnel & Wilmington 3-Foot Gage Engine, Photographed at Hoosic Tunnel Station in 1901. Square Steam Chests Were "Standard Equipment" Then



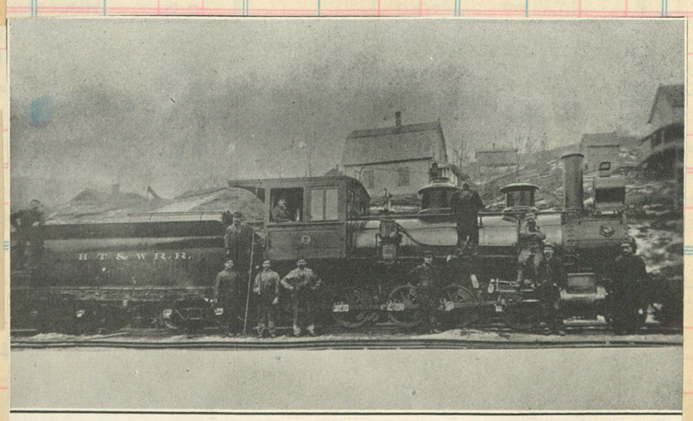
H. T. & W. #6 and Train.

PRINT *facts concerning the "HOOT, TOOT and WHISTLE."*

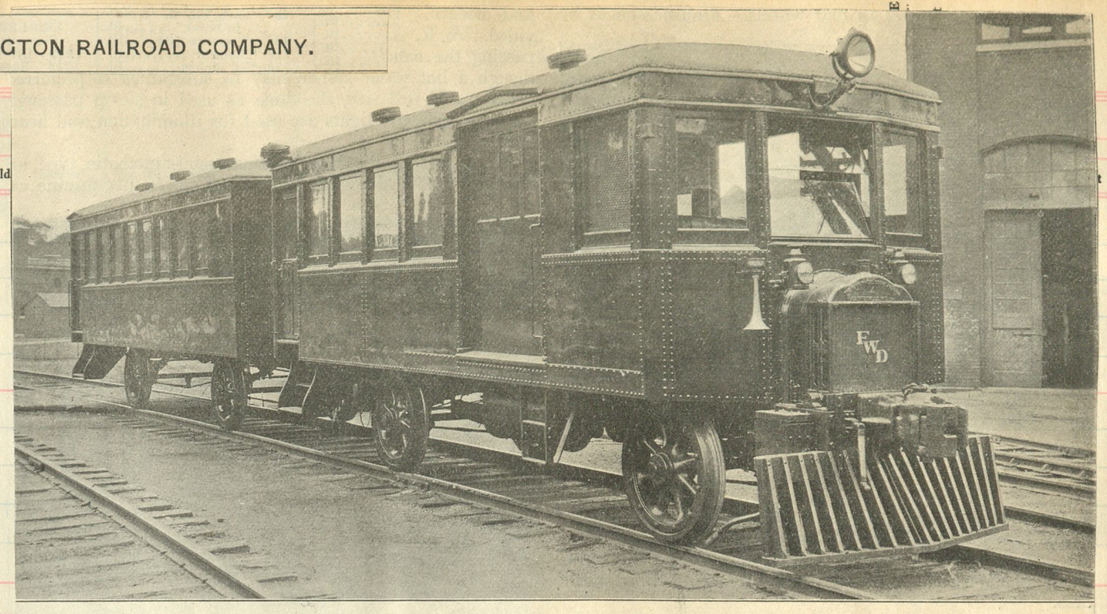
The Hoosic Tunnel & Wilmington Railroad, which once ran between Hoosic Tunnel, Mass., and Wilmington, Vt., was incorporated on December 28th, 1886; acquiring the Massachusetts portion of the line of the Deerfield River Co., and leasing the Vermont section. On January 1st, 1892, the DRC and the Deerfield Valley Railroad were consolidated.

Four years ago, the ICC granted permission to abandon trackage extending between Readsboro and Wilmington (approximately thirteen miles). Two locomotives and five freight cars owned by the company still operate over the remaining twelve miles of track. Passenger service is maintained by bus.

[Ed Note-Dates built as shown for narrow gauge engines could not be confirmed by builders construction records.]



H. T. & W. #9—Grant, 1890. 1890 ?



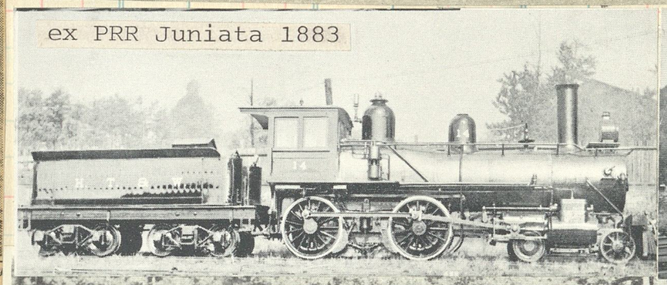
Two-Unit Train on Hoosac Tunnel & Wilmington Accommodates 44 Passengers and Baggage

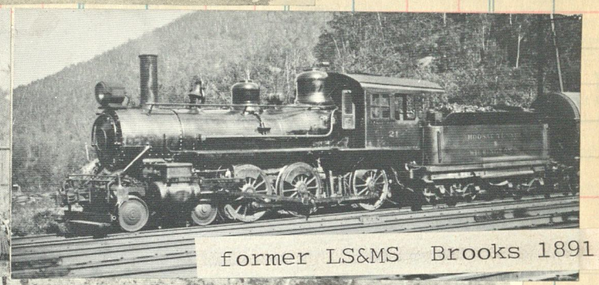
Grandma to the "City of San Francisco"

Blt in 1923 by the Four Wheel Drive Company

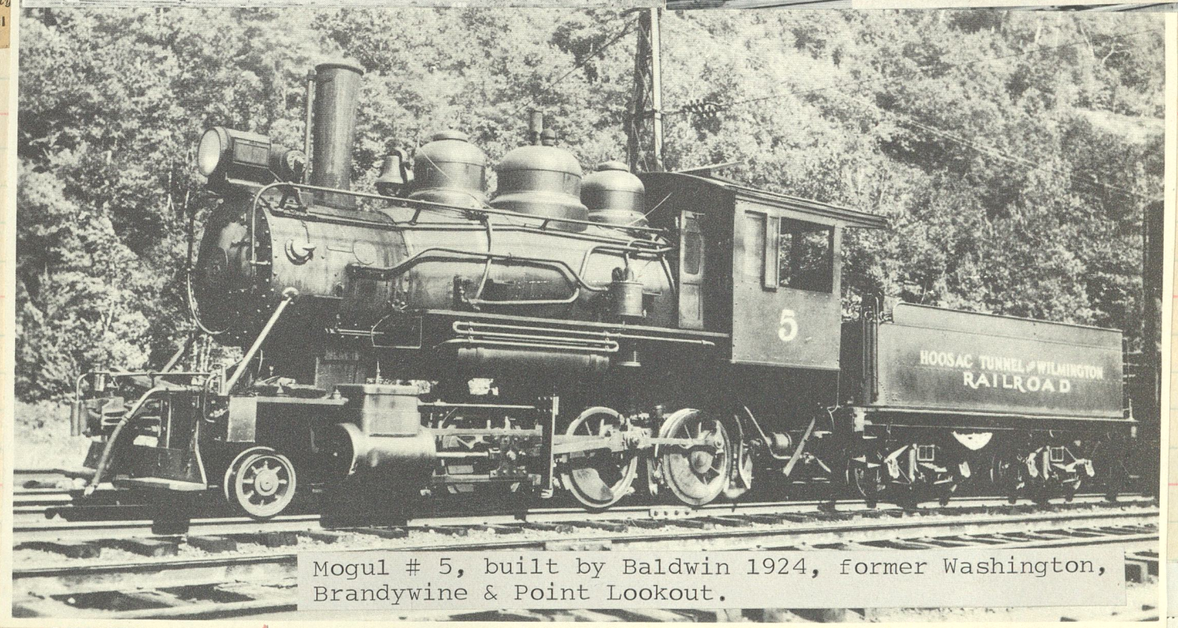
Another train also blt by F.W.D., this one in 1925

ex PRR Juniata 1883





former LS&MS Brooks 1891



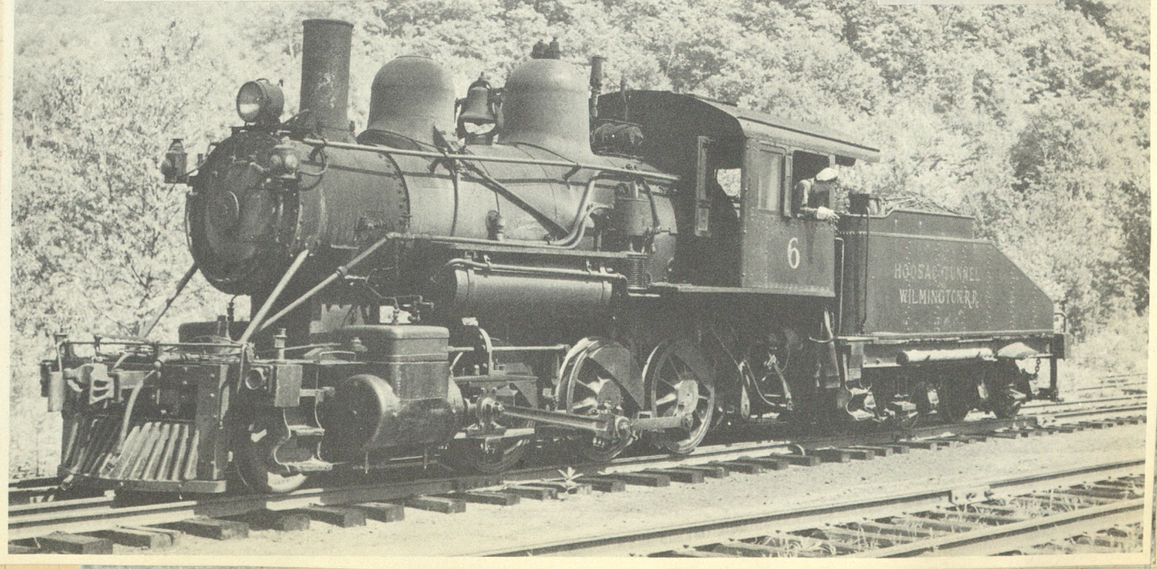
Mogul # 5, built by Baldwin 1924, former Washington, Brandywine & Point Lookout.

c/n 58005

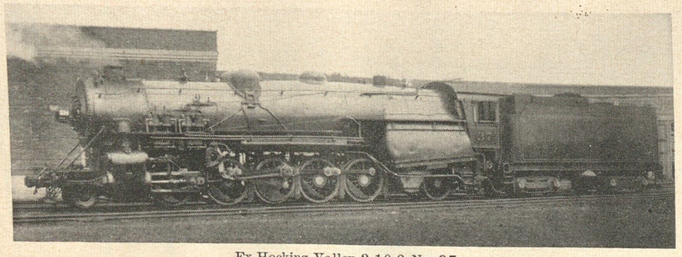
for the

The last engine delivered by Manchester (August 1913) as #1 of Keesville, Ausable Chasm & Lake Champlain

c/n 53821



120



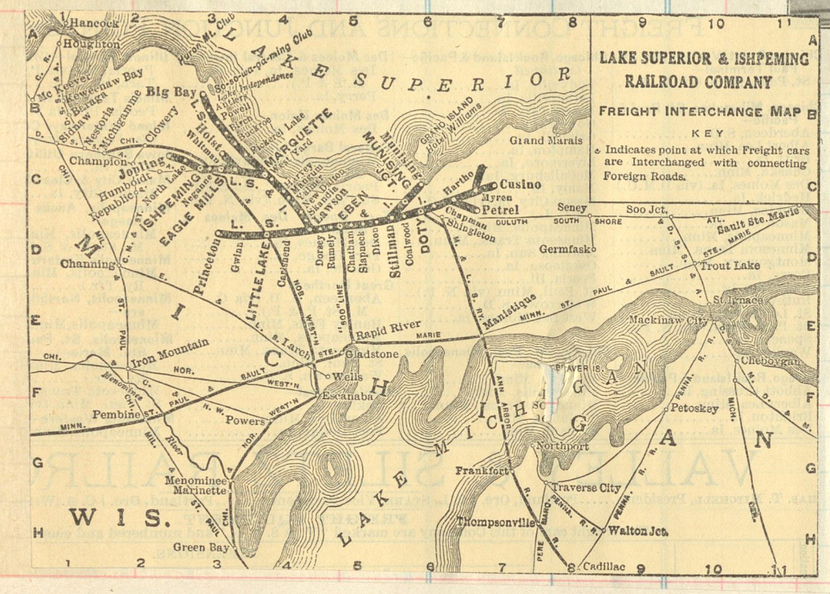
Ex-Hocking Valley 2-10-2 No. 37.

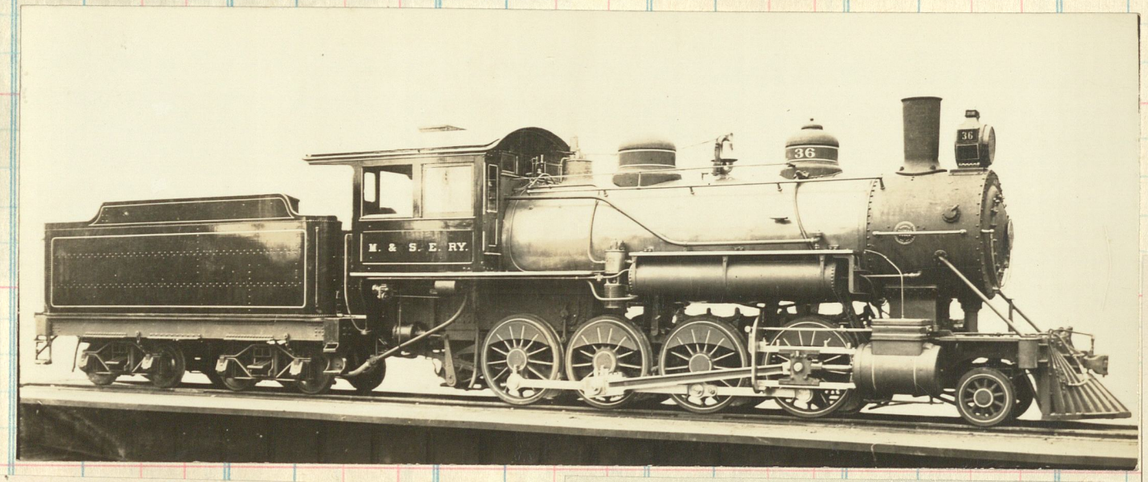
One of three former L. V. 2-10-2's on the roster. Blt by Baldwin as L.V. 4072 in 1919 c/n 52674. Went to Hocking Valley noed 142 and to the L.S.& I. in 1930 and noed 37.

LAKE SUPERIOR & ISHPEMING RAILROAD

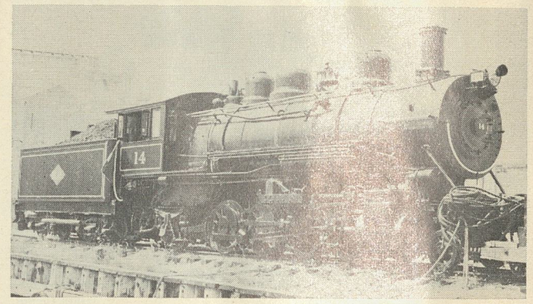
Lake Superior and Ishpeming Locomotive No. 18, with a train of ore cars, on the tracks of the Munising, Marquette & Southeastern Railway at Little Lake, Mich., a junction point with the Chicago & Northwestern

18 - 20
Baldwin 1916
c/n's 43105-07
Renoed 30-32



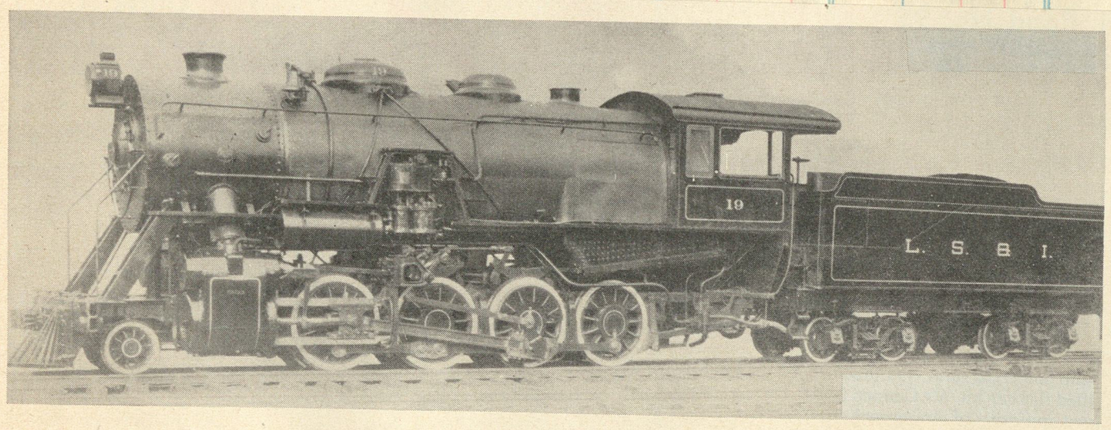


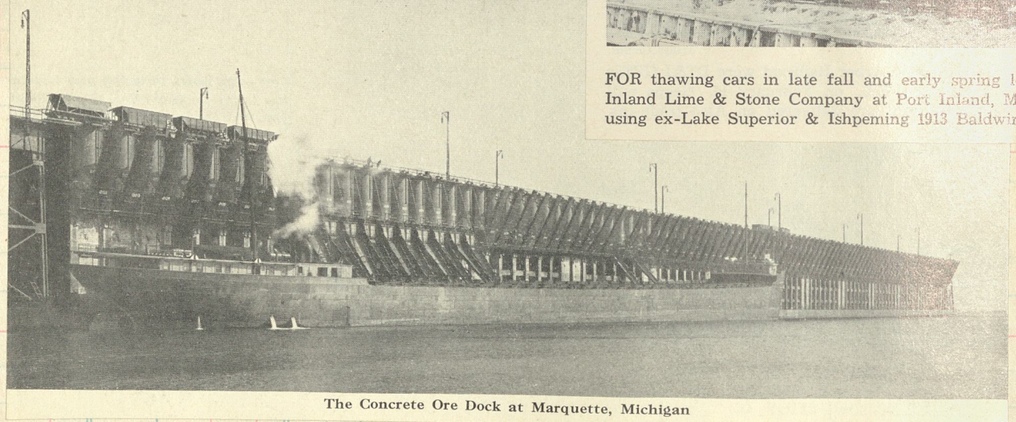
Marquette & SouthEastern
Baldwin 1907
c/n 30828
Renoed L.S.& I. #16



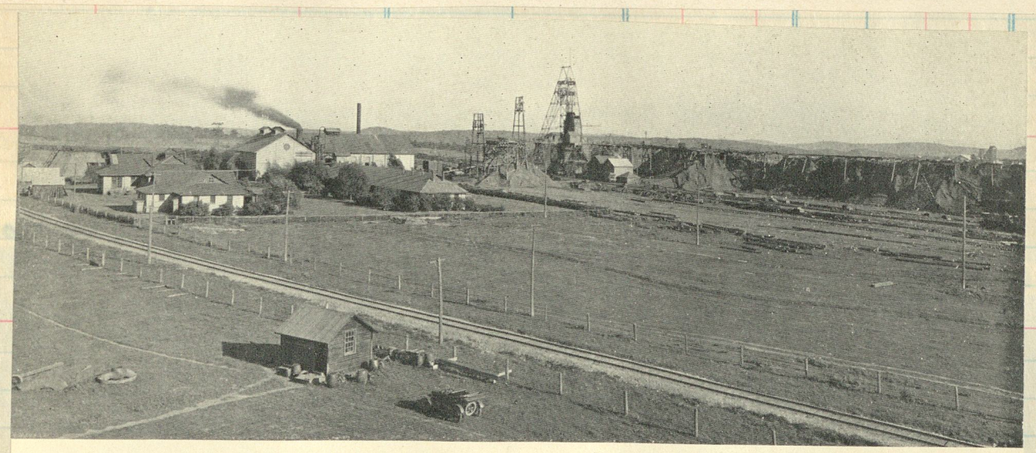
Larry Easton.

FOR thawing cars in late fall and early spring loading season, Inland Lime & Stone Company at Port Inland, Mich., has been using ex-Lake Superior & Ishpeming 1913 Baldwin 2-8-2 No. 14.

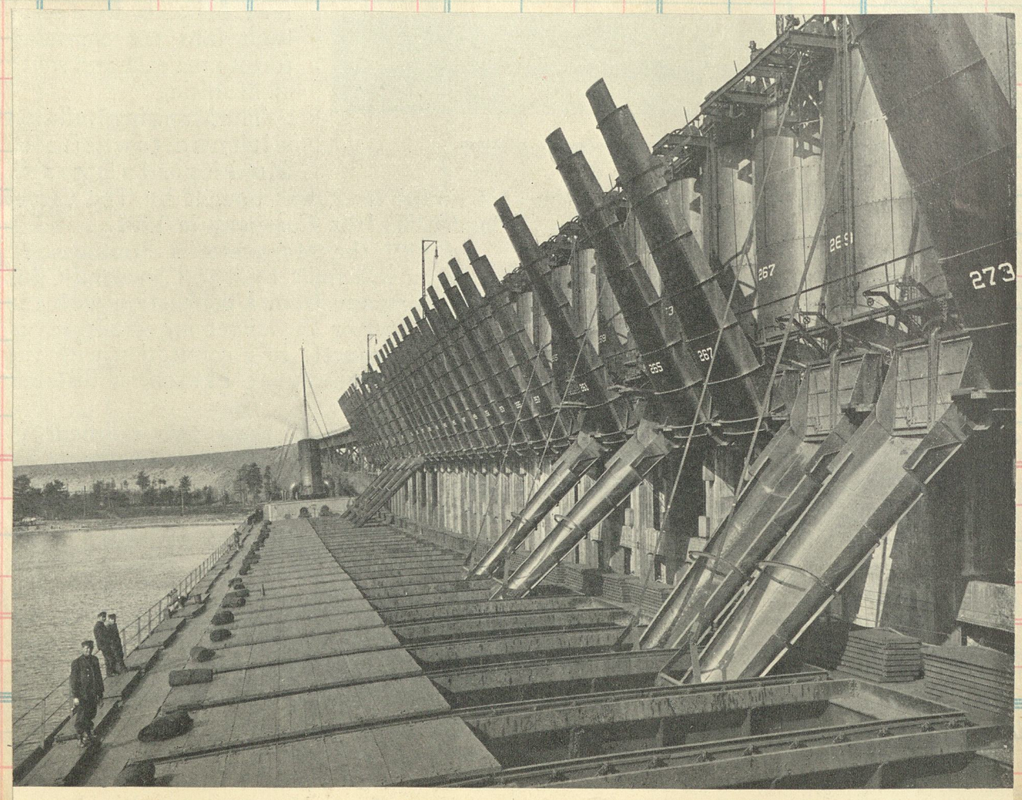




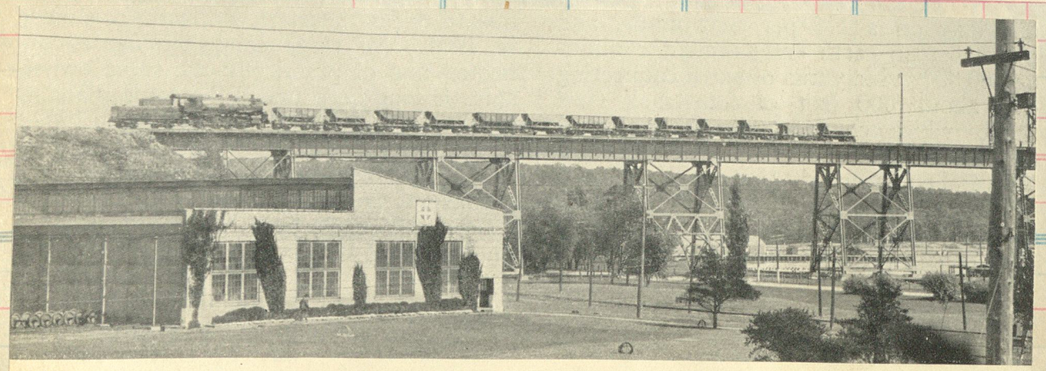
The Concrete Ore Dock at Marquette, Michigan



The Maas Mine of The Cleveland-Cliffs Iron Company at Negaunee, Michigan
The Lake Superior & Ishpeming Railroad track is seen in the foreground.



Loading the Steamer *J. H. Sheadle* at the Ore Dock, Marquette, Michigan

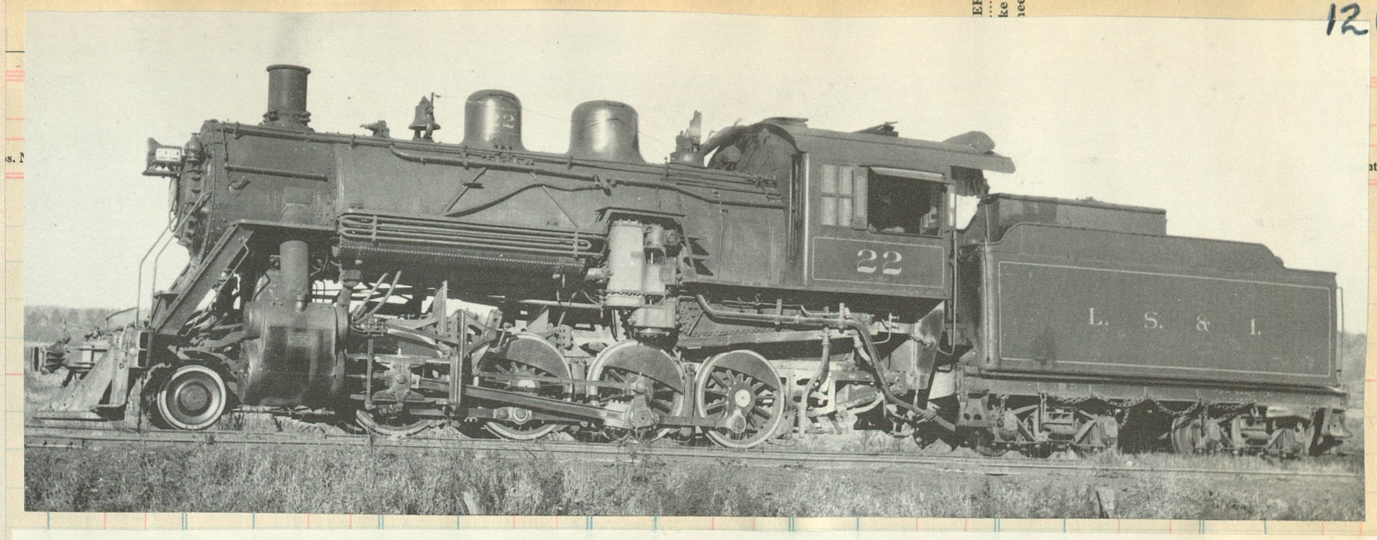


Pushing a Train Load of Ore up the 1½ Per Cent Grade Leading to the Dock

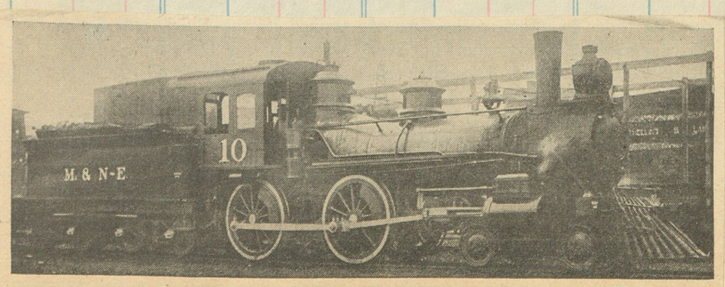
Edgar T. Mead.

The marker lamps of the Lake Superior & Ishpeming's daily-except-Sunday mixed train between Princeton and Munising on the Michigan peninsula are carried on this express-coach combine — an open-platform and wooden twelve-wheeler possessed of beautiful stained-glass windows.

The Lake Superior & Ishpeming Railroad was incorporated in Michigan on August 17, 1923, as a merger of the Lake Superior & Ishpeming Railway and the Munising, Marquette & Southeastern Railway. Mileage consists of 102.44 miles of main line; 53.60 miles of branches; and 134.08 miles of industrial tracks and sidings, or a grand total of 290.12 miles. Principal lines extend between Munising, on the shore of Lake Superior, to Stillman, nine miles from Cusino westward to Stillman, 23 miles, and on to Princeton, 36 miles; from Lawson (midway between Stillman and Princeton) through Marquette to Big Bay, 51 miles; and from Marquette, westward through Ishpeming to Barnes, 27 miles. Passenger service is maintained over all major lines except the 23-mile East Branch, between Stillman and Cusino. Equipment consists of 32 locomotives; two passenger; five combination; 429 flat cars; 1965 gondola and hopper cars; 99 boxcars; 10 cabooses; and 33 service cars, or a total of 2543 pieces of rolling stock. Standard gage, rail is 60 to 90-pound iron. The LS&I is controlled by the Cleveland Cliffs Iron Company through stock ownership. Products of mines constitute the chief source of traffic and revenue.



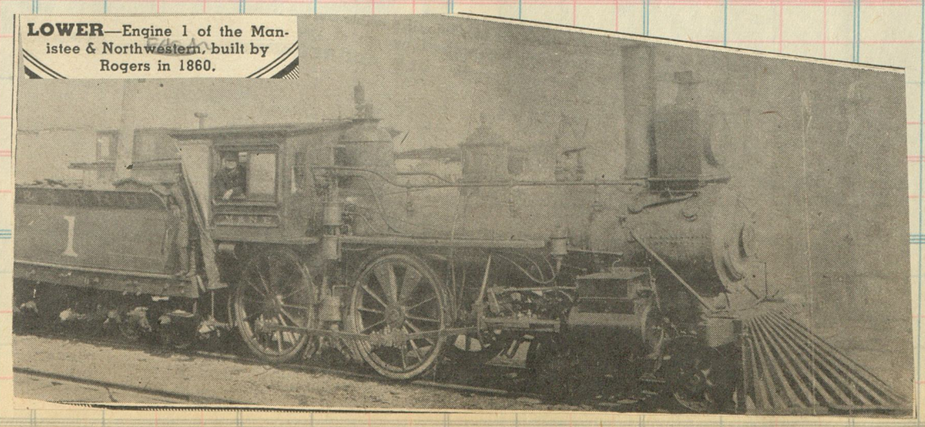
01° reliable #22 was delivered to the Marquette & SouthEastern as #38 by Pittsburgh [c/n 46944] in 1910. Later to Munising, Marquette & Southeastern with same number and then in 1924 became L.S.& I. #22. Reblt, as shown, in 1929.



W. A. Anderson

BUILT IN 1879 FOR MANISTEE & NORTHEASTERN RAILROAD
Locomotive 10 was built at the Baldwin Works in 1879. It was rebuilt at the Manistee & Northeastern shops in 1902.

LOWER—Engine 1 of the Manistee & Northwestern, built by Rogers in 1860.

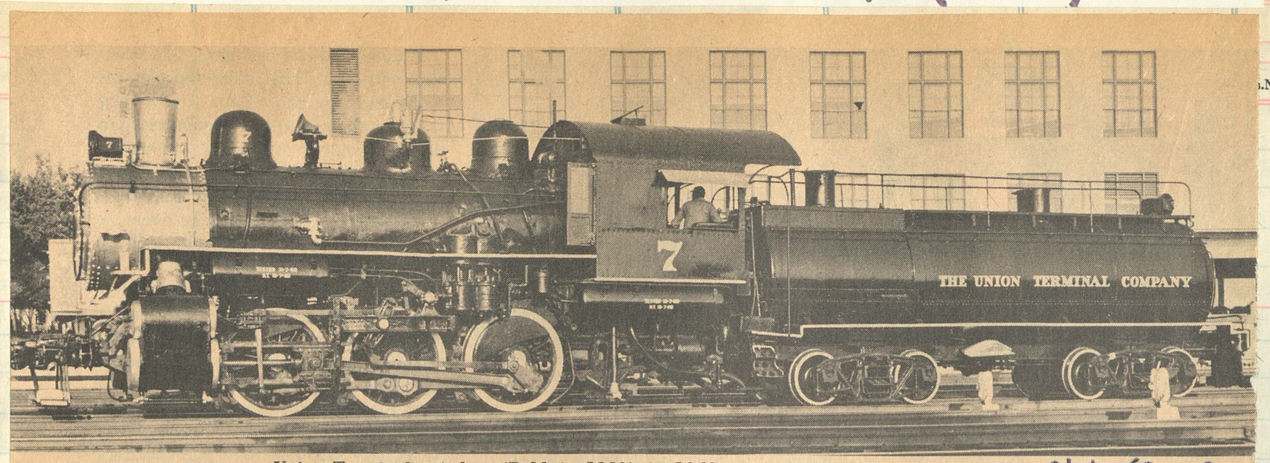


122

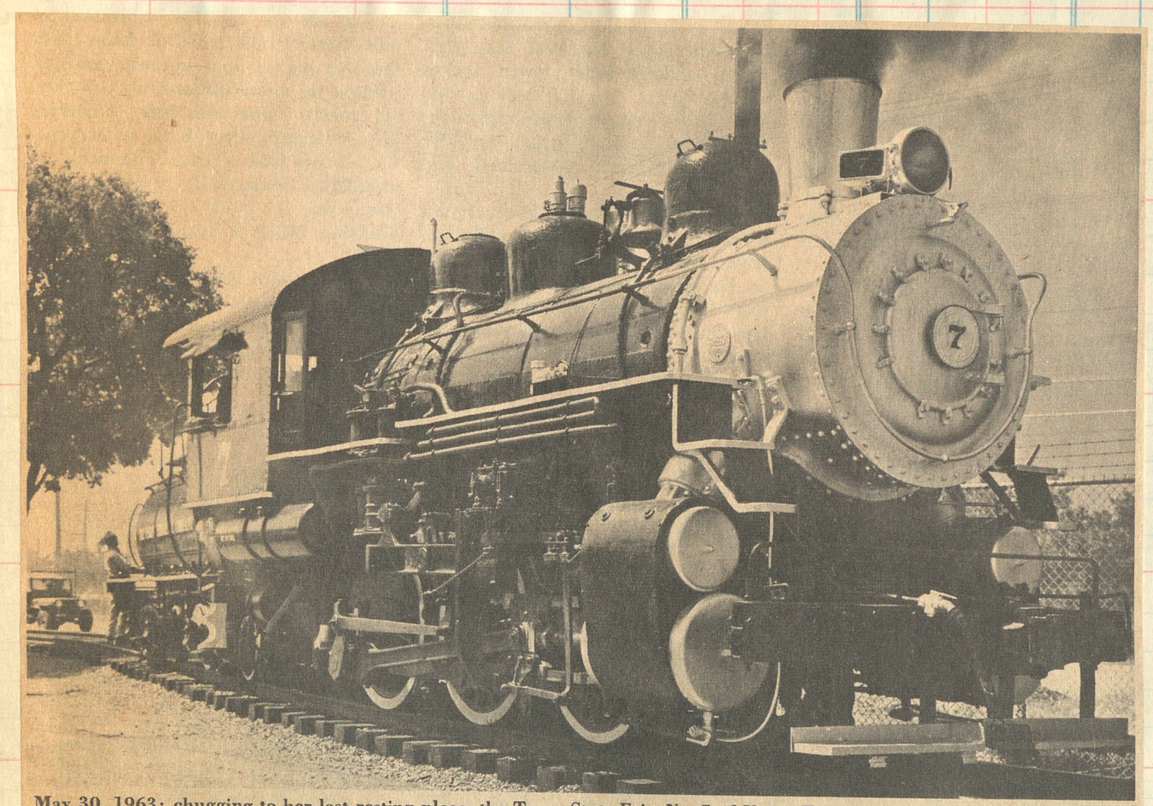
Union Terminal Company (Dallas)

SELLER
DATE

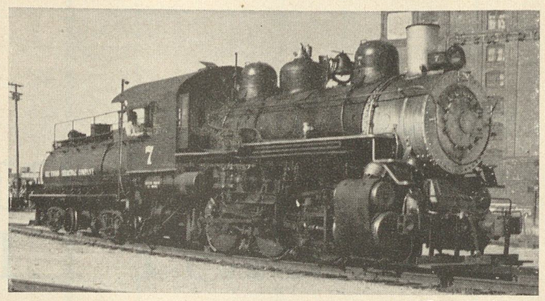
FORM	DESTINATION	Amt.	Com. No.	Clos. No.



Union Terminal switcher (Baldwin 1923) in 1960, just after her last reshopping. C/N 57208



May 30, 1963: chugging to her last resting place, the Texas State Fair. No. 7 of Union Terminal Co. (0-6-0) was saved partly as a result of DeGolyer's efforts.



Roger W. Sackett.

DALLAS passenger station is still switched by Union Terminal 0-6-0 No. 7, a Baldwin graduate of 1923. Doughty steamer was last shopped in 1954, puts in a 16-hour day without complaint.

#7 parks the M-K-T's Official Car #400

Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

KENTUCKY & TENNESSEE RAILWAY

GENERAL OFFICERS.

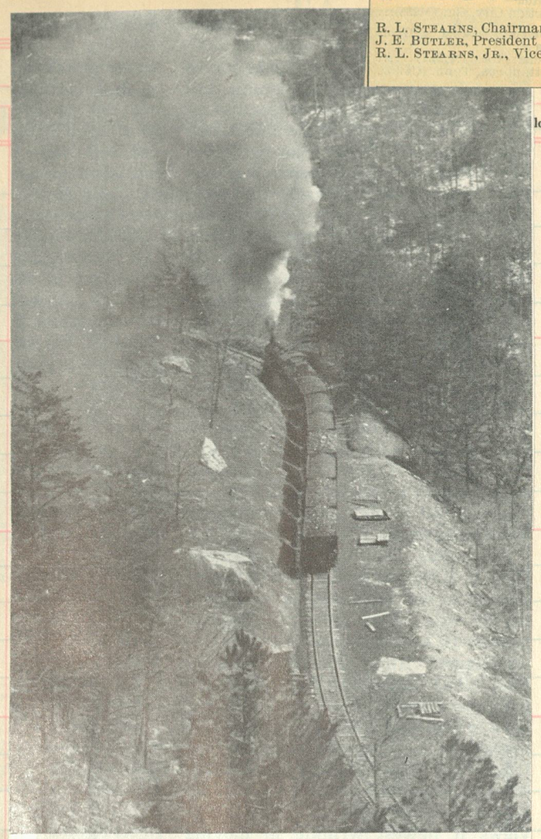
R. L. Stearns, Chairman of Board....Stearns, Ky.
J. E. Butler, President & Gen. Mgr... "
R. L. Stearns, Jr., Vice-President.... "

L. C. Bruce, Secretary & Traf. Manager, Stearns, Ky.
R. W. Henderson, Treasurer..... "

H. C. Trent, Auditor.....Stearns, Ky.
G. M. Humble, Chief Engineer..... "
C. L. Larmee, Master Mechanic..... "

GENERAL OFFICES, STEARNS, KY.

Miles of road operated, 21.23. Gauge, 4 ft. 8½ in. Locomotives (coal burning), 6.



Engine 11 blasts upgrade with seven loads of coal after leaving K&T's only tunnel through the ridge from which this photograph was taken

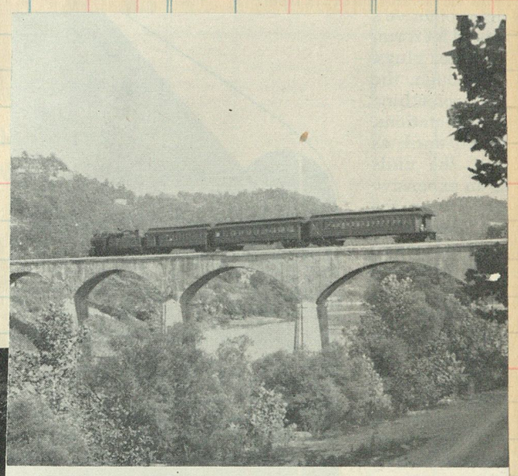
Westbound Kentucky & Tennessee freight on Cumberland River bridge at Mile 8, west of Stearns, Kentucky.

In the hills of Kentucky

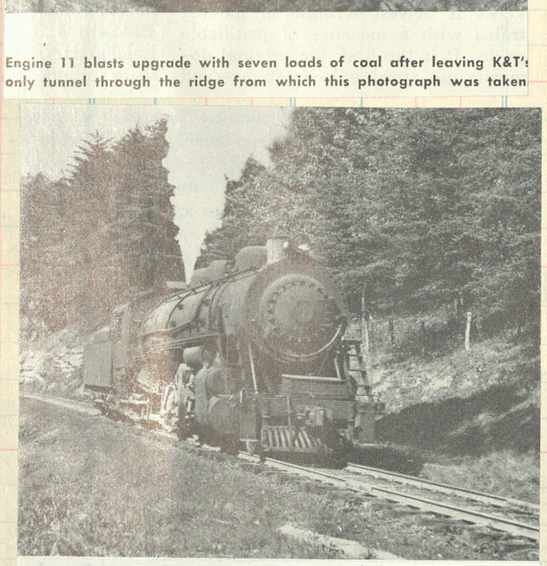
Kentucky & Tennessee Railway hauls coal and lumber over 21 miles of pastoral track

WHEN Justus S. Stearns invested in thousands of acres of coal and timber land in Kentucky and Tennessee about the turn of the century, he found he needed a railroad to tap his pot of gold. The Southern Railway already came within a few miles of Stearns' richest region, but the former Michigan industrialist needed a connecting link stretching from Happy Hollow to the virgin forests at the head of Rock Creek. So Stearns built himself a railroad. He renamed Happy Hollow, calling it Stearns, and incorporated the Kentucky & Tennessee Railroad with headquarters at the town of his naming.

That was in 1902. Two years later the name of the line was changed to Kentucky & Tennessee Rail*way*, a name to which it has clung through the intervening years. Today the 21-mile line totes timber and coal through the chasms of Paunch Creek and the South Fork of the Cumberland River, bringing the forest riches of McCreary County from end-of-track at Bell Farm, and coal from the mines at Cooperative, 13 miles from Stearns. It also runs passenger trains as far as Cooperative for the benefit of the miners. Only freight trains run the full distance to Bell Farm, where they pick up loaded cars from a private logging road of the Stearns Coal & Lumber Company and forward them to erstwhile Happy Hollow.

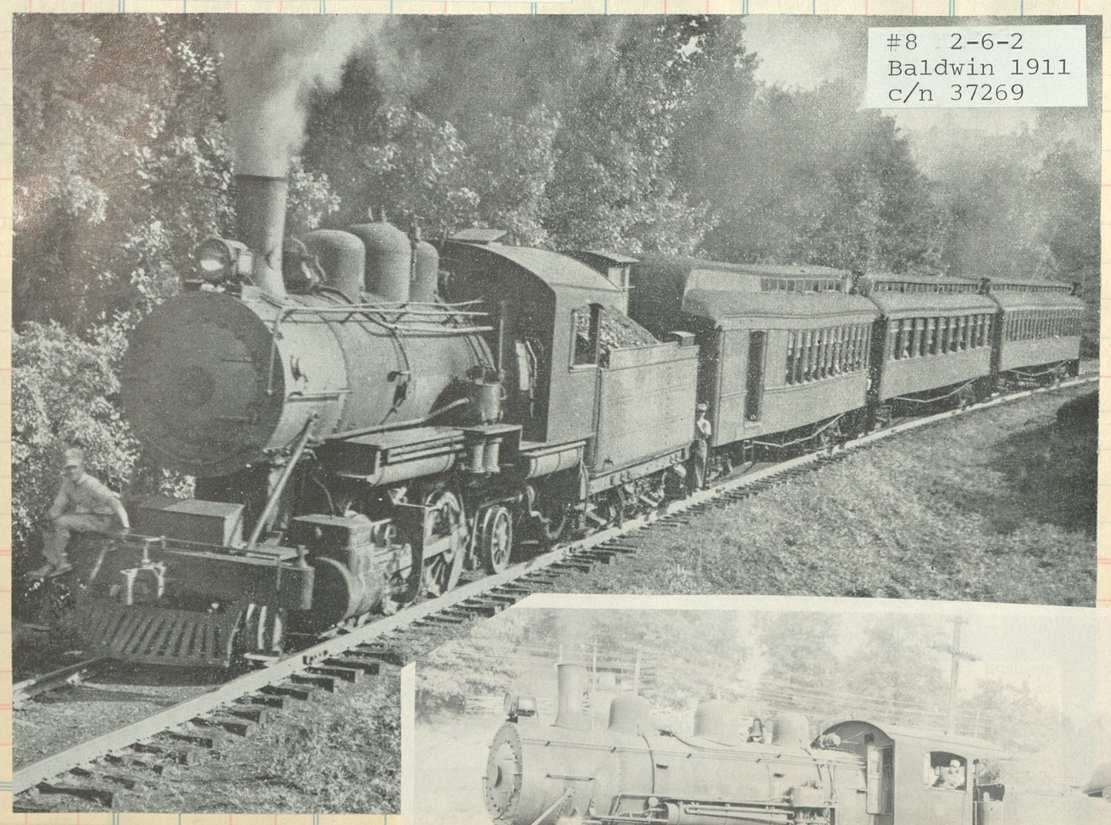


Engine 8, a 2-6-2 built by Baldwin in 1911, slows as it approaches Yamacraw with train No. 4. Concrete arch bridge spans the South Fork.

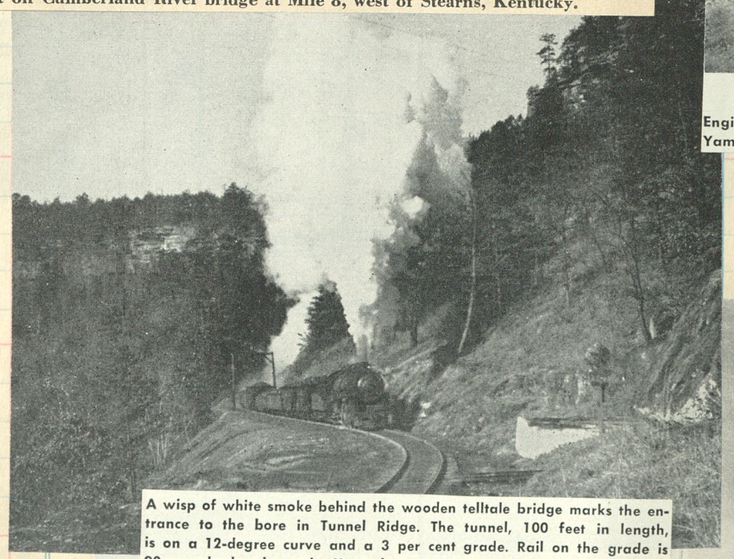


Brooks 1922 c/n 63271

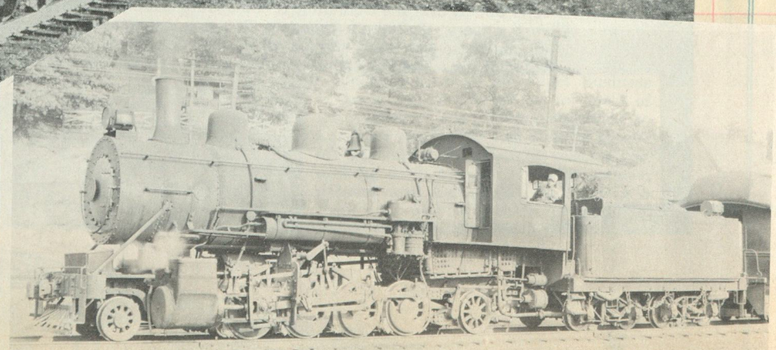
Alco-built Mikado No. 11 drifts downgrade after lending a hand to No. 10, another Mike built by Baldwin. They handle most of K&T coal drags.



#8 2-6-2
Baldwin 1911
c/n 37269



A wisp of white smoke behind the wooden telltale bridge marks the entrance to the bore in Tunnel Ridge. The tunnel, 100 feet in length, is on a 12-degree curve and a 3 per cent grade. Rail on the grade is 90-pound; elsewhere, the Kentucky & Tennessee uses 80- and 85-pound.

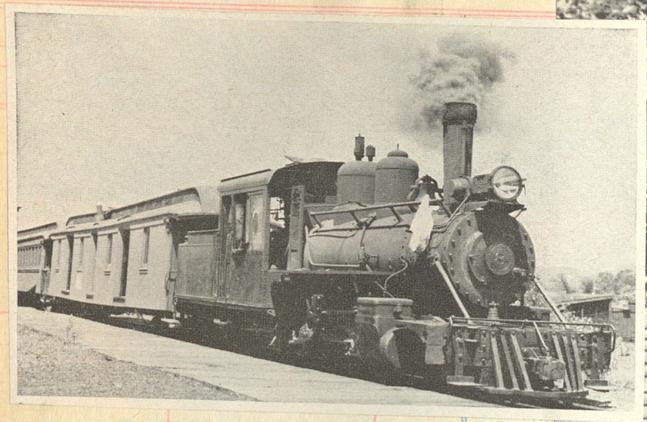


#7 Mikado Baldwin 1908 C/n 32763

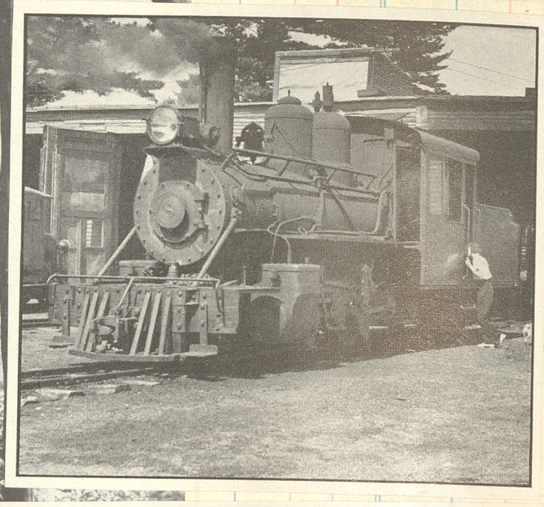
#10 2-8-2
Baldwin 1920
c/n 53182

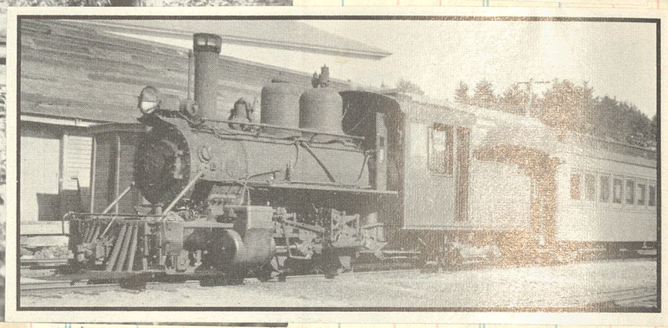
Engines 10 and 11 cooperate on the long Paunch Creek grade.

Bridgton & Saco River

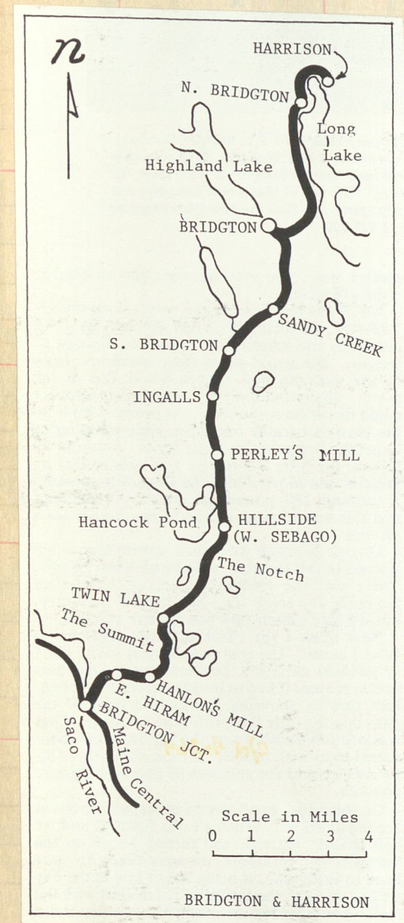


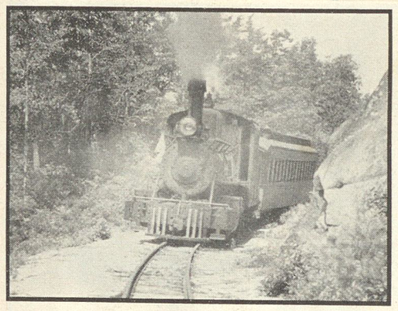
Extra 8 departs Bridgton with a camp special for the 16 mile run over two foot gauge track to connection with Maine Central at Bridgton Jct.





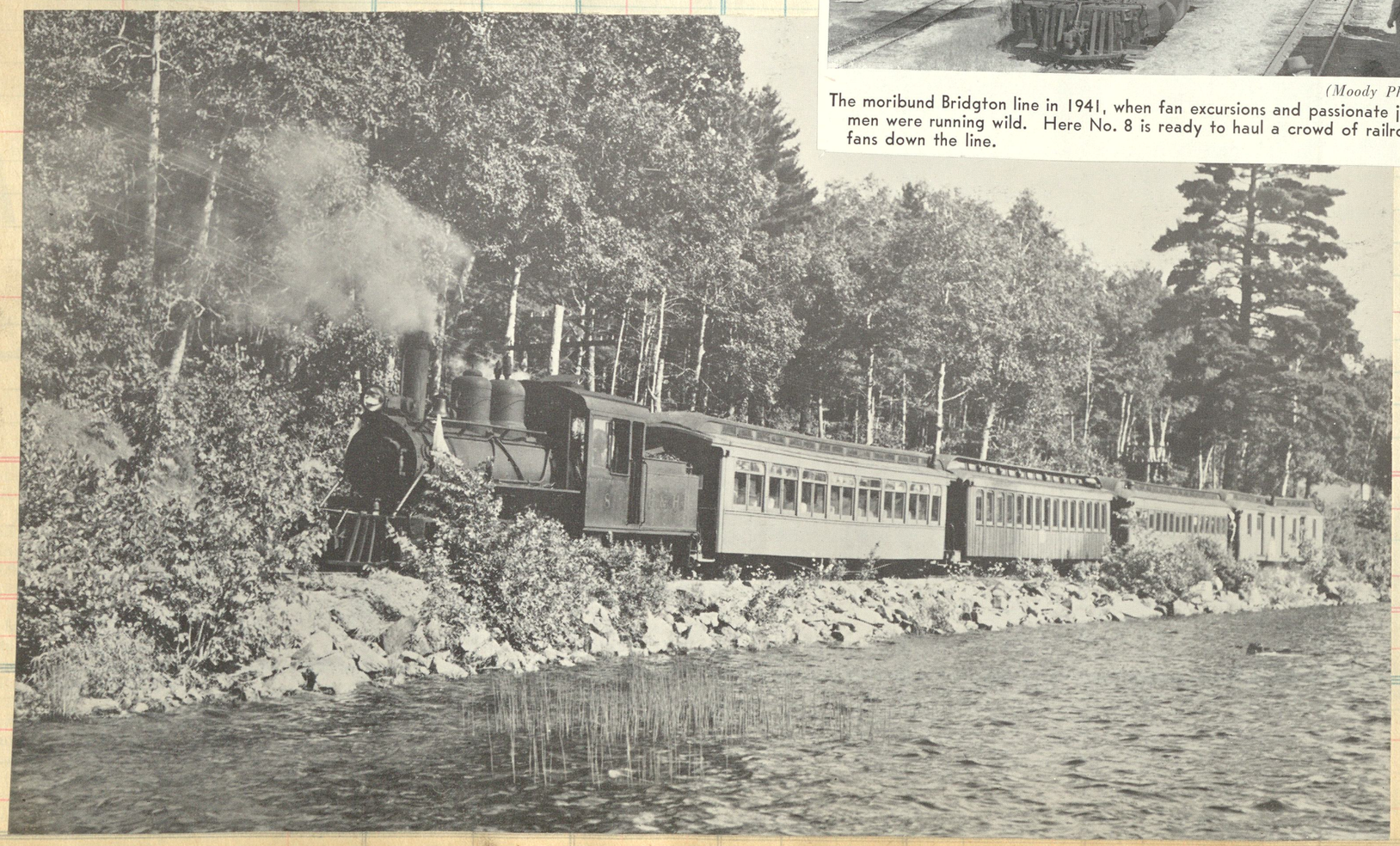
No 8 was the last two foot gauge engine built for service in U.S.





(Moody Photo)

The moribund Bridgton line in 1941, when fan excursions and passionate junkmen were running wild. Here No. 8 is ready to haul a crowd of railroad-fans down the line.

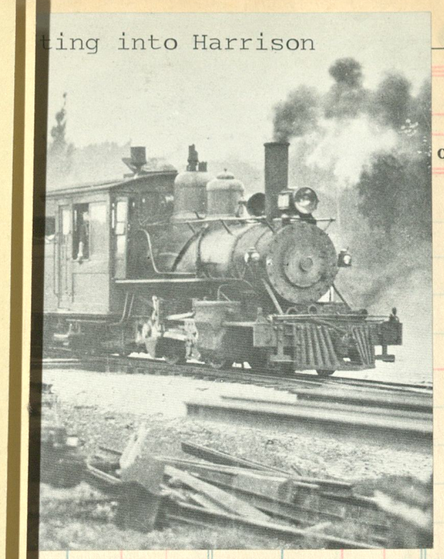


BRIDGTON AND HARRISON RAILWAY CO.

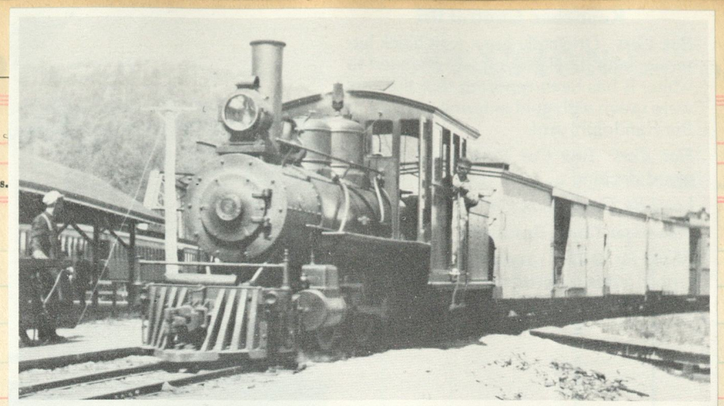
TIME TABLE No. 13

IN EFFECT
12:01 a.m. July 18, 1938

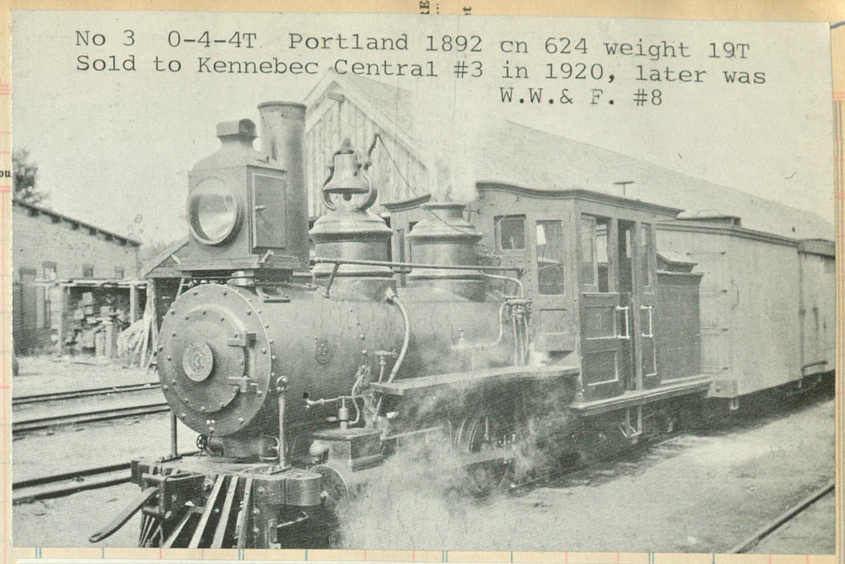
M. E. HEATH
General Manager



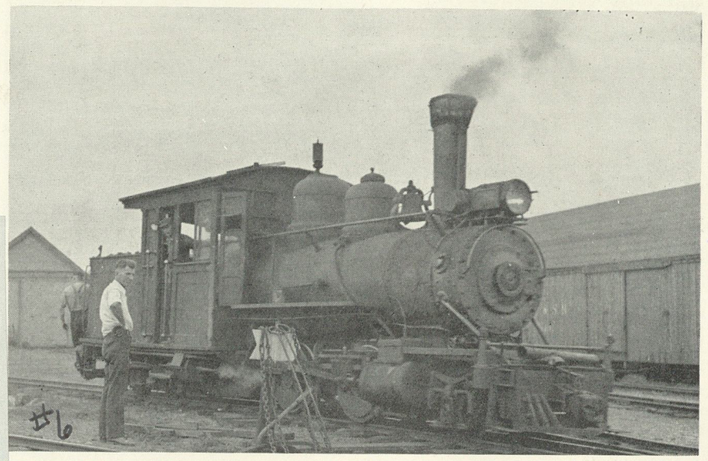
ting into Harrison

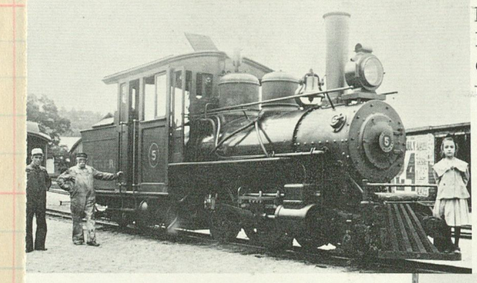


Bridgton and Harrison #5 pulls into Bridgton Junction station about 1908.



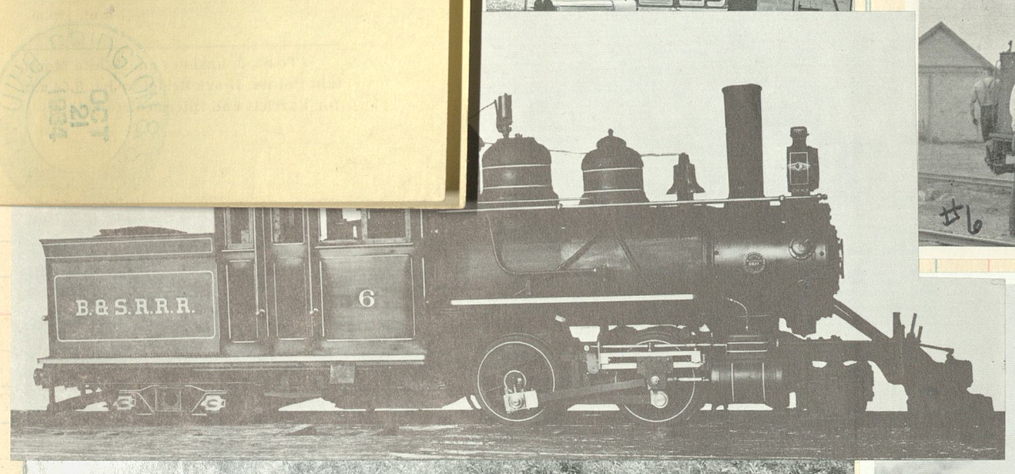
No 3 0-4-4T Portland 1892 cn 624 weight 19T
Sold to Kennebec Central #3 in 1920, later was W.W.& F. #8



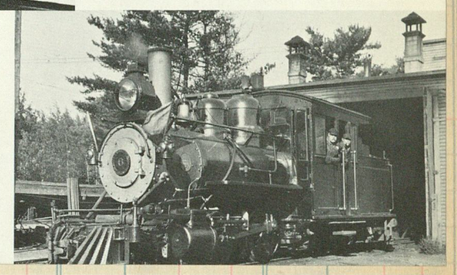


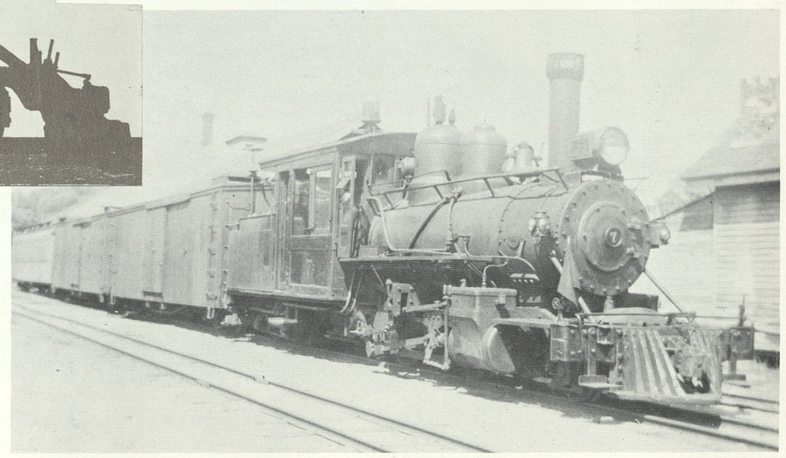
No 5 2-4-4T
Portland 1906 cn 628
cyls 11x14 dvs 33"
wt 23.5 T ~~Retired 1927~~

Was the last engine built by Portland

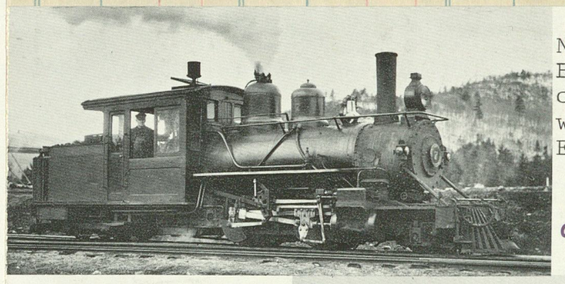


No 6 2-4-4T
Baldwin 1907 cn 31827
cyls 11.5x14 dvs 35"
wt 25 T Retired 1935



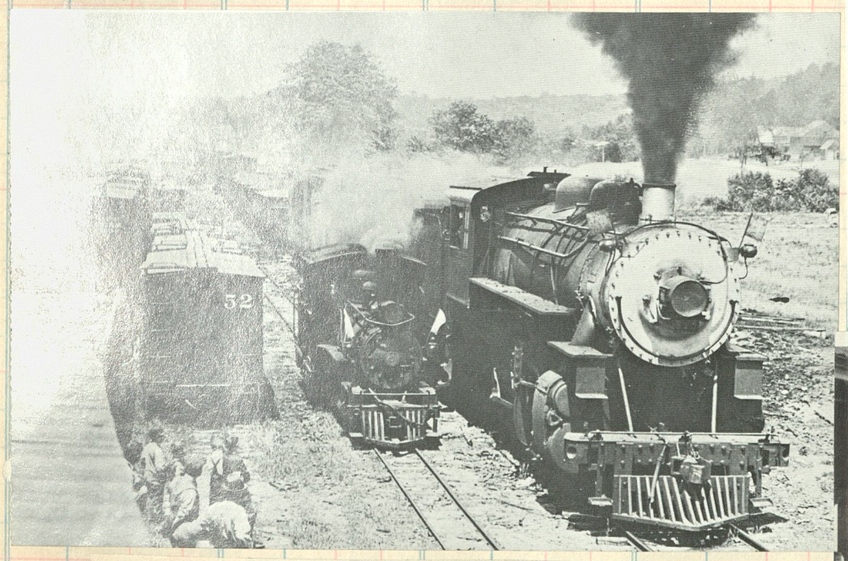


B&H No. 7 with freight train at Bridgton, Maine on August 28, 1941. During its last complete year of operation the line's operating revenues amounted to $9,582 — and it lost $608. It was hard to believe that in the mid-1920's the road each year had grossed about a hundred thousand dollars from freight alone. By the middle '30's there simply wasn't any appreciable volume for anyone, railroads or trucks.

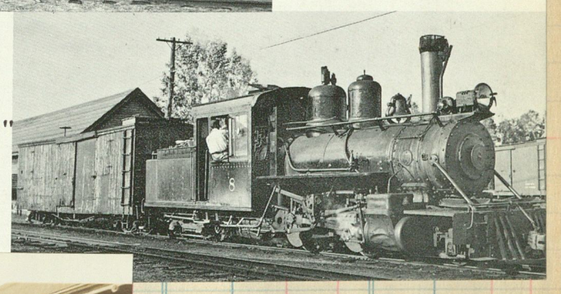


No 7 2-4-4T
Baldwin 1913
cyls 12x16 dvs 35"
wt 33.3 T Sold to Edaville 1941

C/N 40864



No 8 2-4-4T
Baldwin 1924
cn 57659
cyls 12x16 dvs 35"
wt 37.5 T Sold to Edaville 1941



The comparison of sizes at the Bridgton Jct interchange with the maine Central. B&SR #5 works along side of MeC #510, a 4-6-0

Edgar O. Spaulding.

A big day on the B&H: August 25, 1940.

This is what No. 7 may expect if she is purchased by the Bridgton Railroad & Development Company as planned. Here No. 8 pants to a stop at the Bridgton station with an overload of Railroad Enthusiasts *et al* on the Enthusiasts' annual trip, August 25, 1940. Notice the sway-backed, leaning, old-time coaches.

The Reo Rail car (former SR&RL) that was our transportation for trip made 10/22/38

Ticket for trip made 10/22/38

BRIDGTON & SACO RIVER R. R.

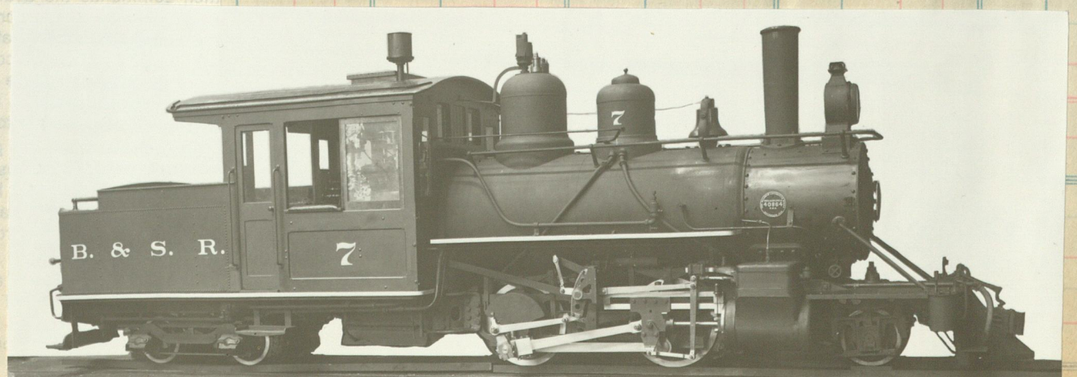
BRIDGTON
TO
Buddy Jct
and RETURN

LIMITED TO DAYS

2915 J. H. Bennett G. P. A.

MARC AVERY SUPPLY CO., BOSTON. 10-5-12

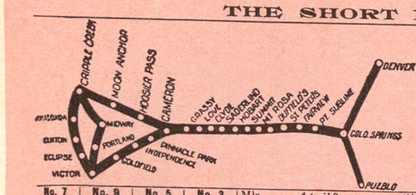
Baggage-Express R.P.O. #30
Jackson & Sharp 1900
Now on Edaville



126

COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RY. CO.

THE SHORT LINE.



IRVING HOWBERT, President.
WM. LENNOX, Vice-President.
A. C. RIDGWAY, General Manager.
S. J. HENRY, Traffic Manager.
E. F. DRAPER, Secretary and Auditor.
F. M. WOODS, Treasurer, Victor, Colo.
A. SUTTON, Assistant Treasurer, Colorado Springs, Colo.
E. R. WALTER, Superintendent Terminals, Cripple Creek, Colo.
C. W. KING, Chief Dispatcher and Superintendent Telegraph.
A. P. NILES, General Agent, Cripple Creek, Colo.

General Offices—Colorado Springs, Colo.

No. 7	No. 9	No. 5	No. 3	Mls	April 8, 1901.	Altitude.	No. 8	No. 10	No. 4	No. 16
*2 00 Night	*1 15 P M	*8 00 A M	.....	....	lve. **Denver** (*D. & R. G.*) arr.	5,197	12 45 Noon	8 00 P M	9 15 P M	7 00 A M
.....	*2 02 P M	*8 15 A M	.....	....	lve. **Pueblo** (*D. & R. G.*) arr.	4,668	11 40 A M	5 20 P M	11 50 P M	.....
*2 50 A M	*4 06 P M	*10 35 A M	*7 30 A M	0	lve. **Colorado Springs** ♁ arr.	5,992	10 25 A M	3 25 P M	6 45 P M	3 10 A M
– –	4 16 "	10 46 "	7 40 "	2.2	..Colorado City Junction..	6,323	10 13 "	3 13 "	6 33 "	– –
– –	4 31 "	11 01 "	7 54 "	6.6	.....Point Sublime.....	7,159	9 59 "	2 59 "	6 19 "	– –
– –	– –	– –	– –	9.1	..North Cheyenne Canon..	7,735	– –	– –	– –	– –
– –	4 48 "	11 16 "	8 08 "	10.7	.....Fairview..... ♁	7,926	9 43 "	2 43 "	6 03 "	2 15 "
– –	– –	– –	– –	13.1	..South Cheyenne Canon..	8,395	– –	– –	– –	– –
– –	5 01 "	11 31 "	8 23 "	14.9	.....St. Peters.....	8,715	9 28 "	2 28 "	5 48 "	– –
– –	5 12 "	11 43 "	8 34 "	18.1	.....Duffields.....	9,304	9 16 "	2 18 "	5 36 "	– –
4 39 "	5 25 "	11 54 A M	8 44 "	21.4	.....Summit..... ♁	9,918	9 05 "	2 05 "	5 25 "	1 30 A M
– –	5 35 "	12 03 Noon	8 54 "	24.2	.....Saderlind.....	9,956	8 54 "	1 52 "	5 12 "	– –
5 16 "	5 52 "	12 22 "	9 13 "	30.1	.....Clyde..... ♁	9,440	8 35 "	1 34 "	4 54 "	12 52 Night
– –	6 04 "	12 34 "	9 25 "	34.2	.....Love.....	9,706	8 23 "	1 23 "	4 43 "	– –
5 47 "	6 17 "	12 47 "	9 38 "	38.8	.....Grassy.....	9,977	8 10 "	1 10 "	4 30 "	– –
5 55 "	6 23 "	12 52 Noon	9 44 "	39.5	.....Cameron..... ♁	10,040	8 06 "	1 06 "	4 26 "	12 18 "
6 04 "	6 30 "	1 00 P M	9 52 "	41.0	.....Hoosier Pass....	10,360	8 00 "	1 00 P M	4 20 "	12 10 Night
6 30 A M	6 50 P M	1 20 P M	10 15 A M	45.8	arr. **Cripple Creek** ♁ lve.	9,505	*7 40 A M	*1240 Noon	*4 00 P M	*1145 P M
5 43 A M	7 08 P M	1 38 P M	10 28 A M	....	lve.... **Anaconda**.... arr.	9,670	7 16 A M	12 17 Noon	3 46 P M	11 16 P M
5 47 "	7 14 "	1 44 "	10 34 "	....	lve..... **Elkton**..... arr.	9,756	7 10 "	12 11 "	3 40 "	11 10 "
5 59 A M	7 24 P M	1 54 P M	10 39 A M	....	arr..... **Victor**..... lve.	9,734	*7 00 A M	*1201 Noon	*3 10 P M	*1100 P M
7 08 A M	7 39 P M	2 34 P M	10 48 A M	....	arr..... **Portland**..... lve.	9,980	*7 00 A M	*1126 A M	*3 10 P M	*1030 P M

Trains marked * run daily. ♁ Telegraph stations.

STANDARD—*Mountain time.*

Sleeping Cars on night trains will be open and ready for occupancy at 9 00 p.m. at Denver and Cripple Creek. Trains will arrive at and depart from Denver & Rio Grande station, west of Antlers Park, Colorado Springs, and through trains will run over that line between Denver and Colorado Springs. Cars are run on half hour schedule over the Electric System of the C. S. & C. C. D. Ry. between Cripple Creek and Victor, affording excellent and prompt service to and from the various towns and mines in the Gold District.

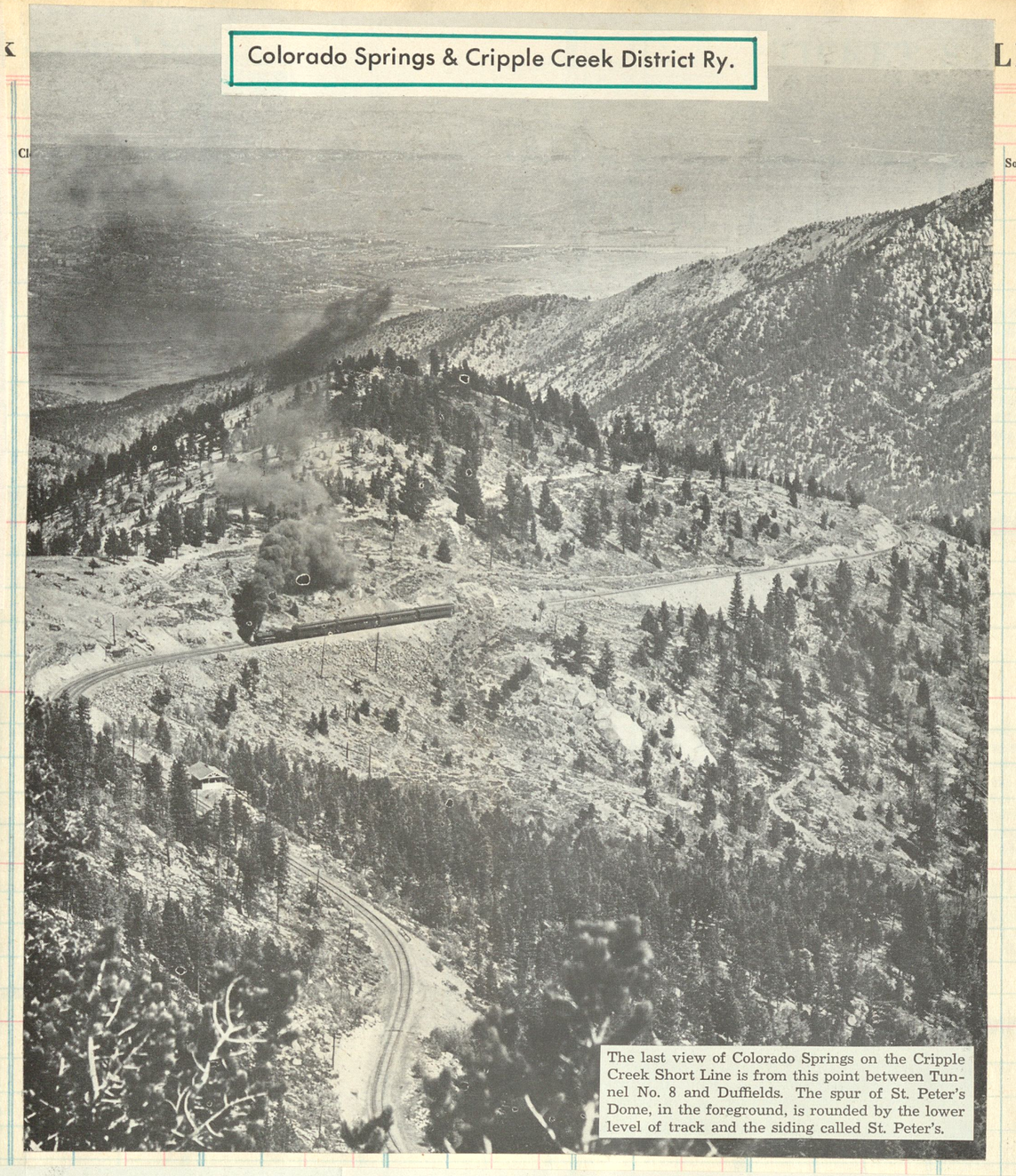
THROUGH CAR SERVICE.

Westbound.—**No. 3**—Day Coaches Colorado Springs to Cripple Creek. **No. 5**—D. & R. G. Dining Car and Chair Cars Denver to Colorado Springs. Day Coaches Colorado Springs to Cripple Creek. **No. 9**—Observation Car and Day Coaches Denver to Cripple Creek. **No. 7**—Pullman Sleeper and Day Coaches Denver to Cripple Creek.

Eastbound.—**No. 8**—Observation Car and Day Coaches Cripple Creek to Denver. **No. 10**—Day Coaches Cripple Creek to Colorado Sp'gs and Denver. **No. 4**—Day Coaches Cripple Creek to Colorado Sp'gs. Chair Cars to Denver. **No. 16**—Pullman Sleeper and Day Coaches Cripple Creek to Colorado Sp'gs and Denver.

Through the HEART of the ROCKIES into the LAND of GOLD

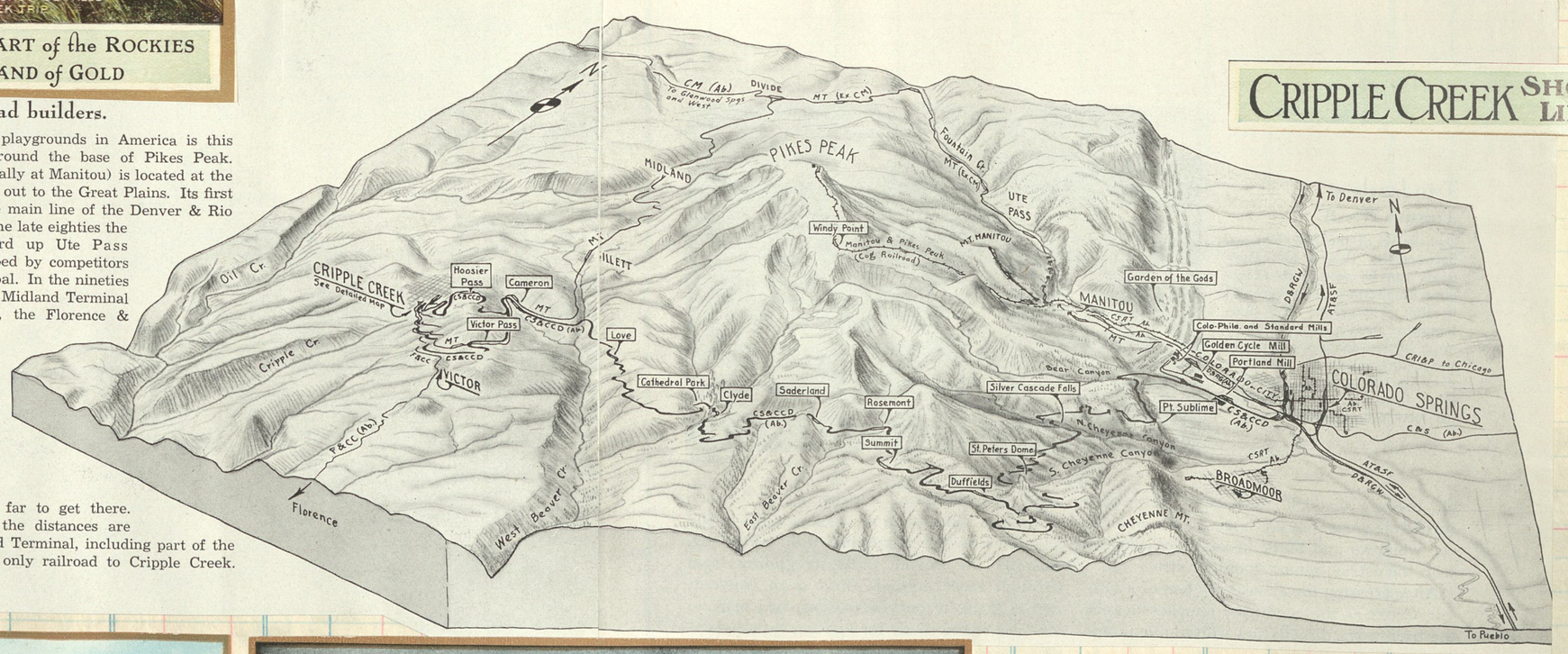
Colorado Springs & Cripple Creek District Ry.

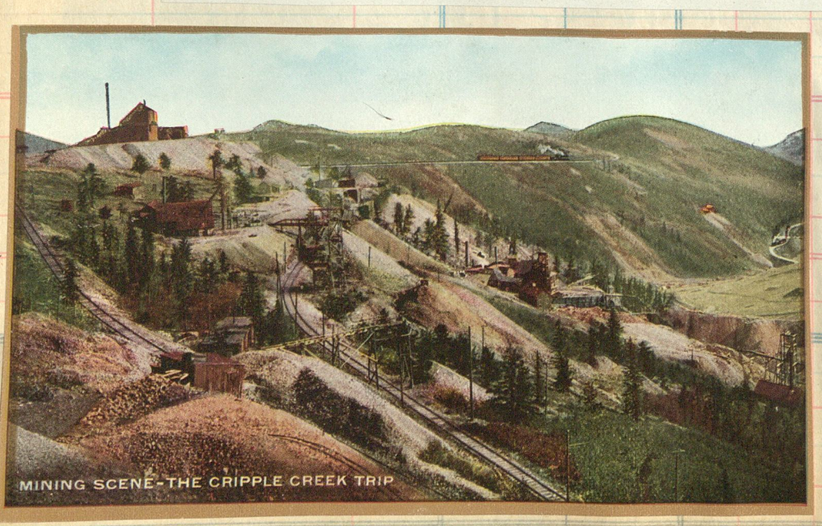


The last view of Colorado Springs on the Cripple Creek Short Line is from this point between Tunnel No. 8 and Duffields. The spur of St. Peter's Dome, in the foreground, is rounded by the lower level of track and the siding called St. Peter's.

Tough going for the railroad builders.

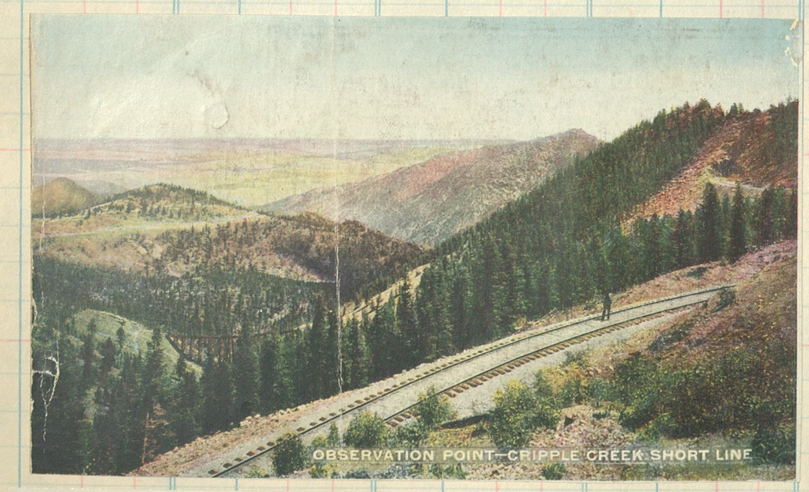
One of the most compact outdoor playgrounds in America is this chunk of the Rocky Mountains around the base of Pikes Peak. Colorado Springs (the springs are really at Manitou) is located at the point where Fountain Creek washes out to the Great Plains. Its first railroad was the then-narrow-gauge main line of the Denver & Rio Grande. Later came others, and in the late eighties the Colorado Midland pushed westward up Ute Pass toward the Pacific, only to be stopped by competitors and lack of capital far short of its goal. In the nineties came the Cripple Creek boom. The Midland Terminal tapped the mines from the north, the Florence & Cripple Creek from the south, and later the "Short Line," alias Colorado Springs & Cripple Creek District Railway, built its super-scenic line up the front escarpment, around the loops at St. Peter's, then over a series of ridges to the mining district. The air-line distance between the two terminals is a little over 20 miles, but the railroads went twice that far to get there. Since this map is in perspective, the distances are greater at the far side. The Midland Terminal, including part of the old Colorado Midland, is now the only railroad to Cripple Creek.

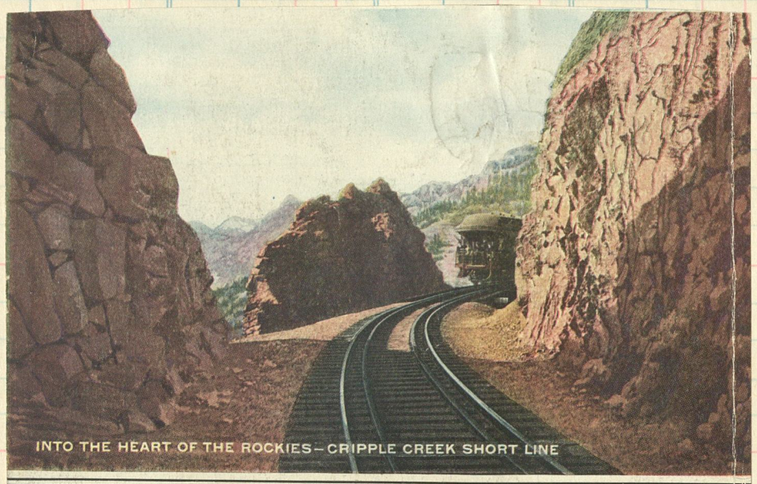


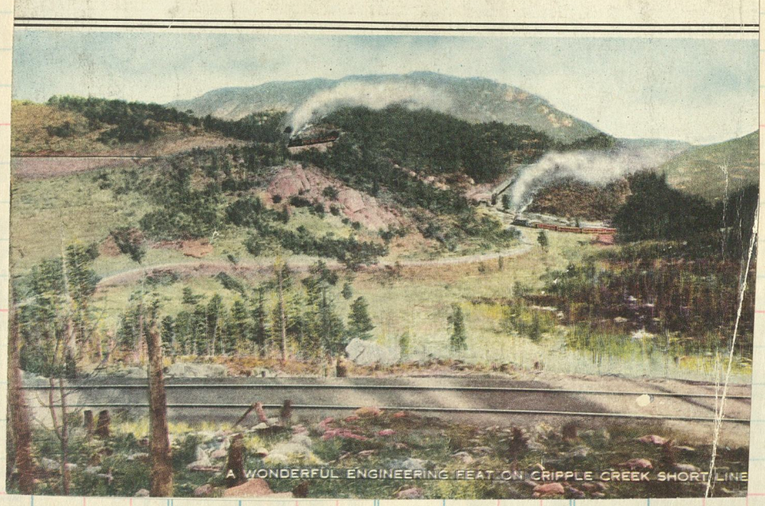


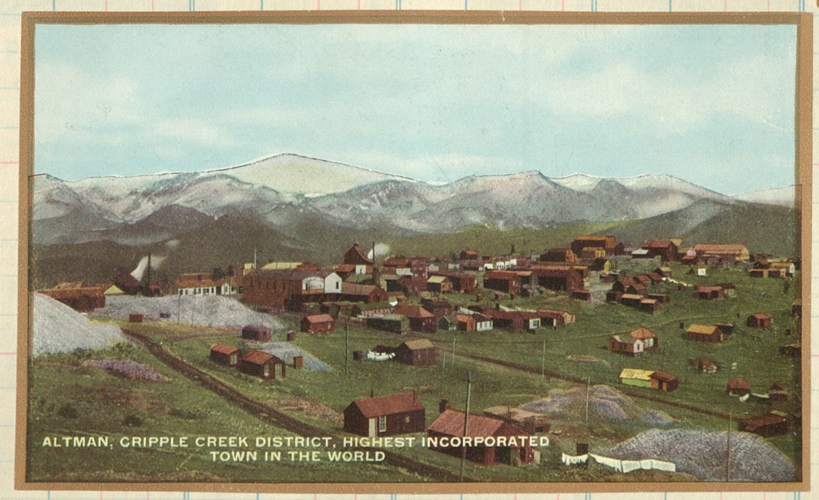
SCENES ON THE CRIPPLE CREEK SHORT LINE

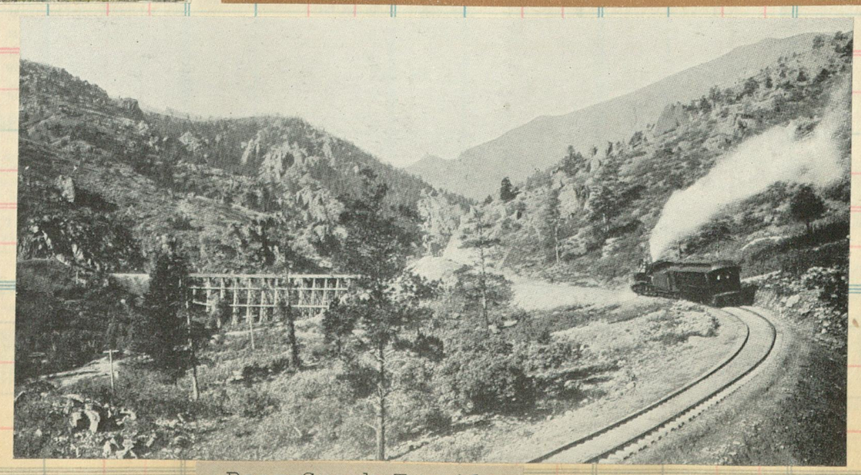
Catherdal Rock



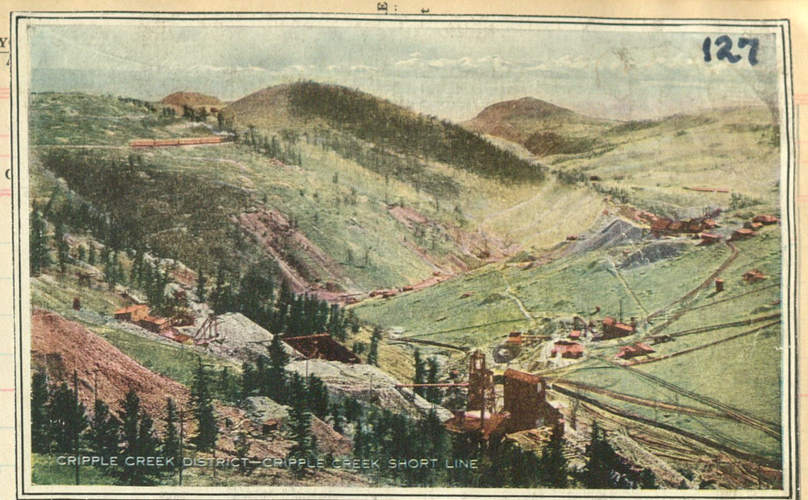




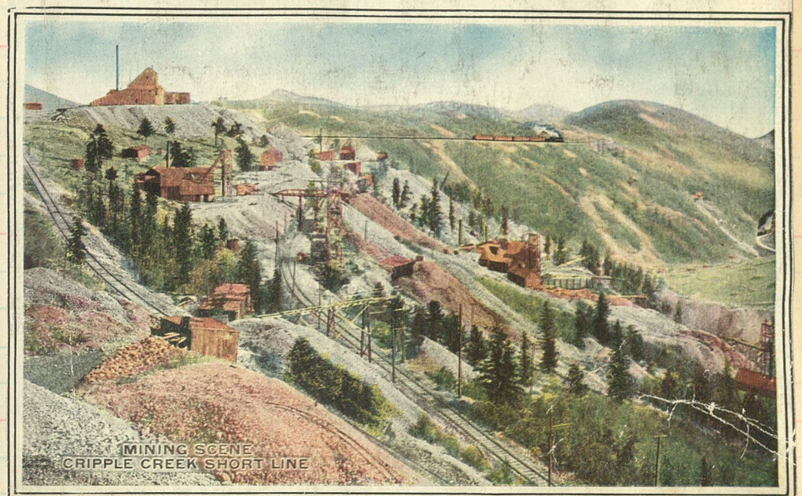


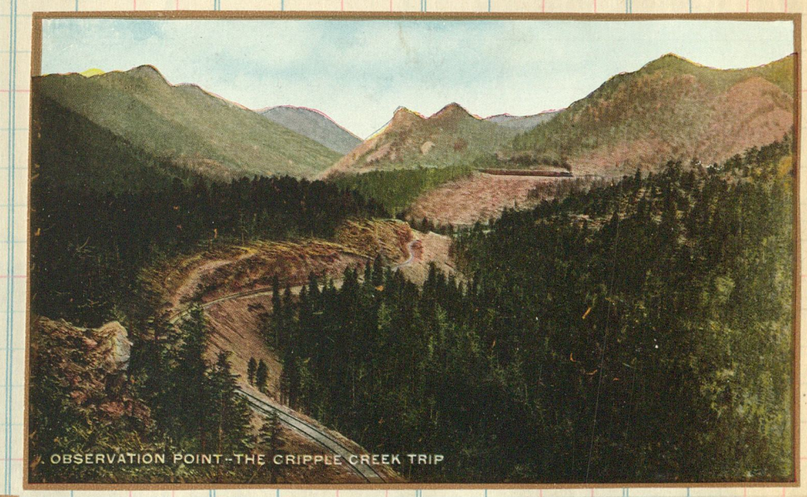


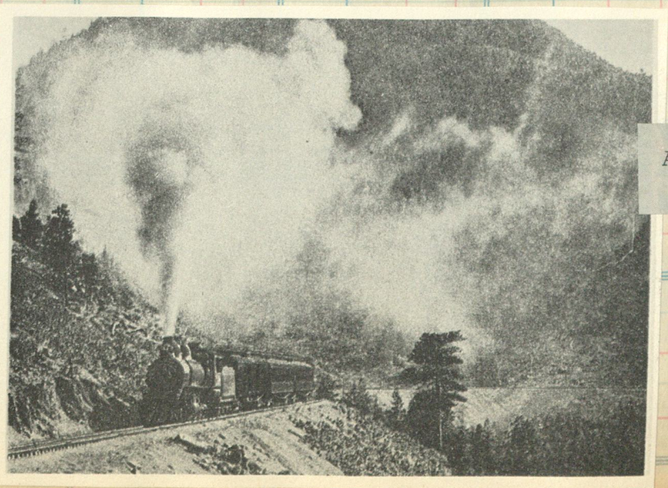
Bear Creek Trestle



SCENES ON THE CRIPPLE CREEK SHORT LINE



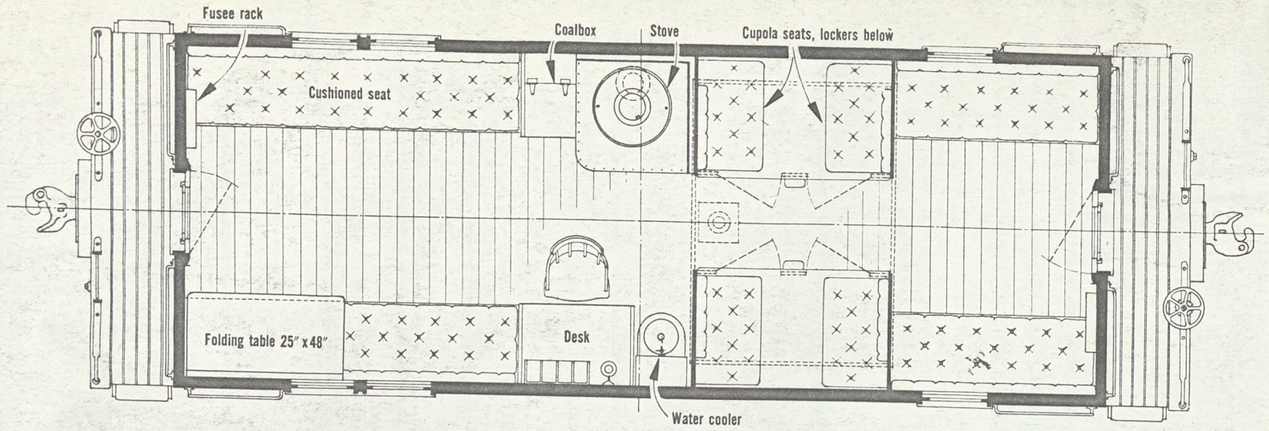




Approaching Duffields

CS&CCD caboose

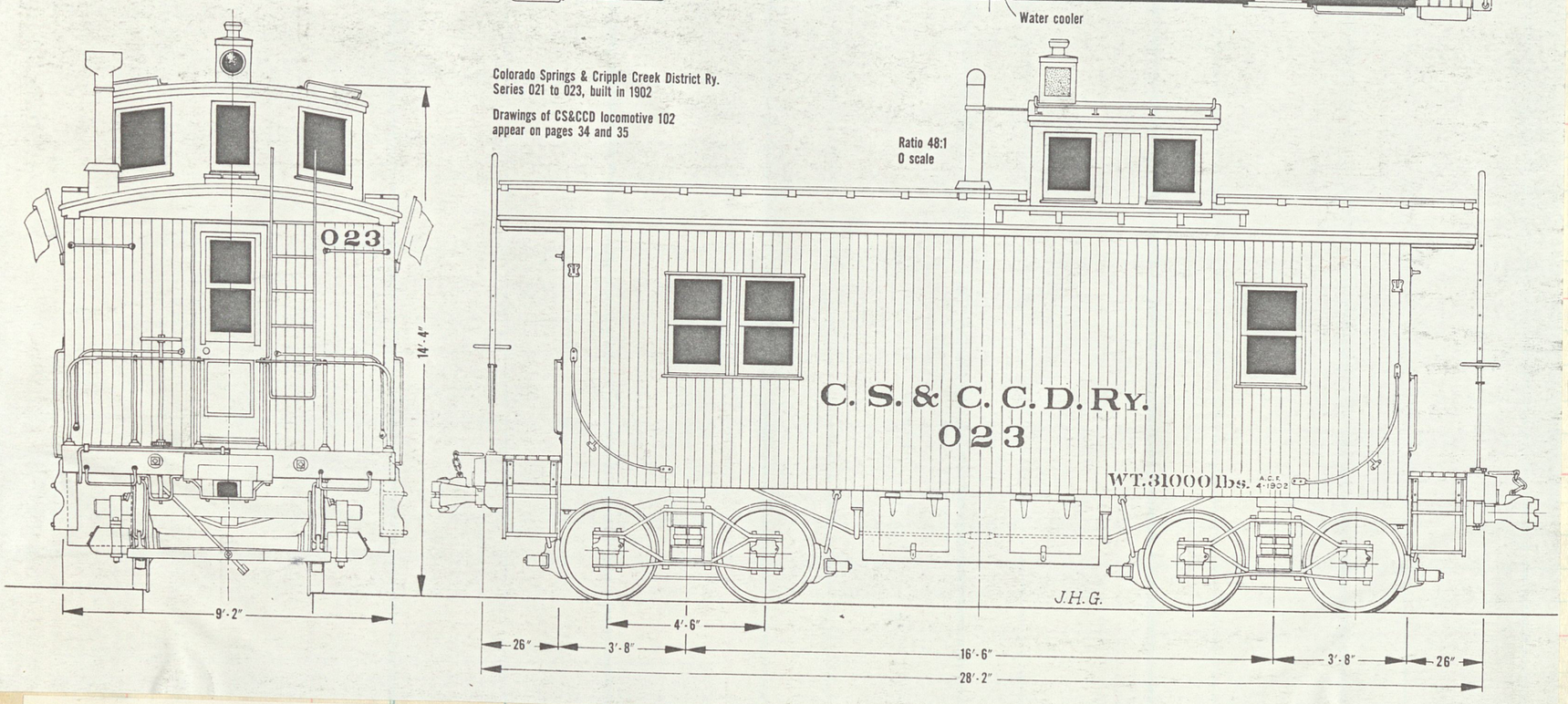
Drawn for MODEL RAILROADER MAGAZINE by
J. HAROLD GEISSEL
Magazine purchaser may have photocopies of these drawings made locally as an aid to his personal or commercial modelmaking or tool designing, but purchaser does not have the right to distribute copies of the drawings to others.

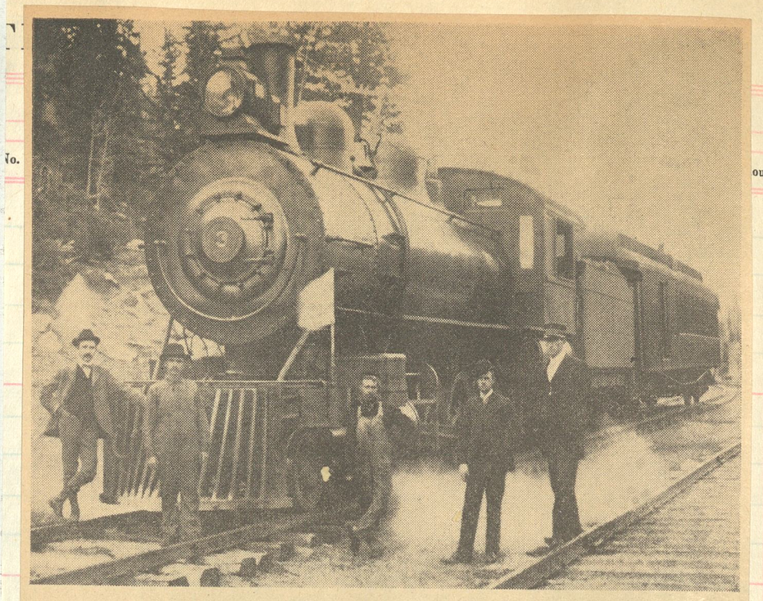


Colorado Springs & Cripple Creek District Ry.
Series 021 to 023, built in 1902

Drawings of CS&CCD locomotive 102 appear on pages 34 and 35

Ratio 48:1
O scale



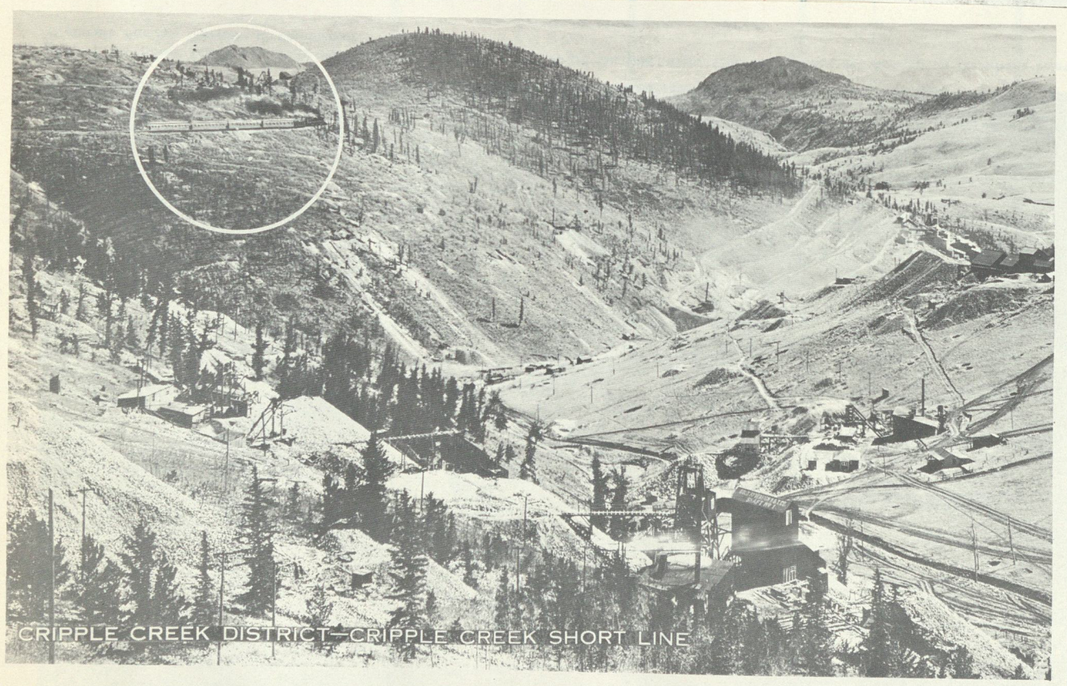


F. P. Stevens photo from Henry E. Coupland collection

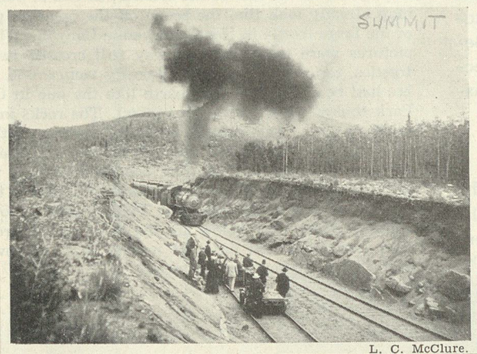
Consolidation type: No. 3 of the Colorado Springs & Cripple Creek District Railway, with a special photographer's train, poses for her picture.

The initial engines built for the Short Line were six Consolidations delivered by Schen in August 1900. Noed 1-6 (c/n 5619-5624)they had cyls 22x26, dvs 51" T F 39,850

APPROACHING DUFFIELD



A Short Line passenger train within the mining district, about midway between Cripple Creek and Victor.

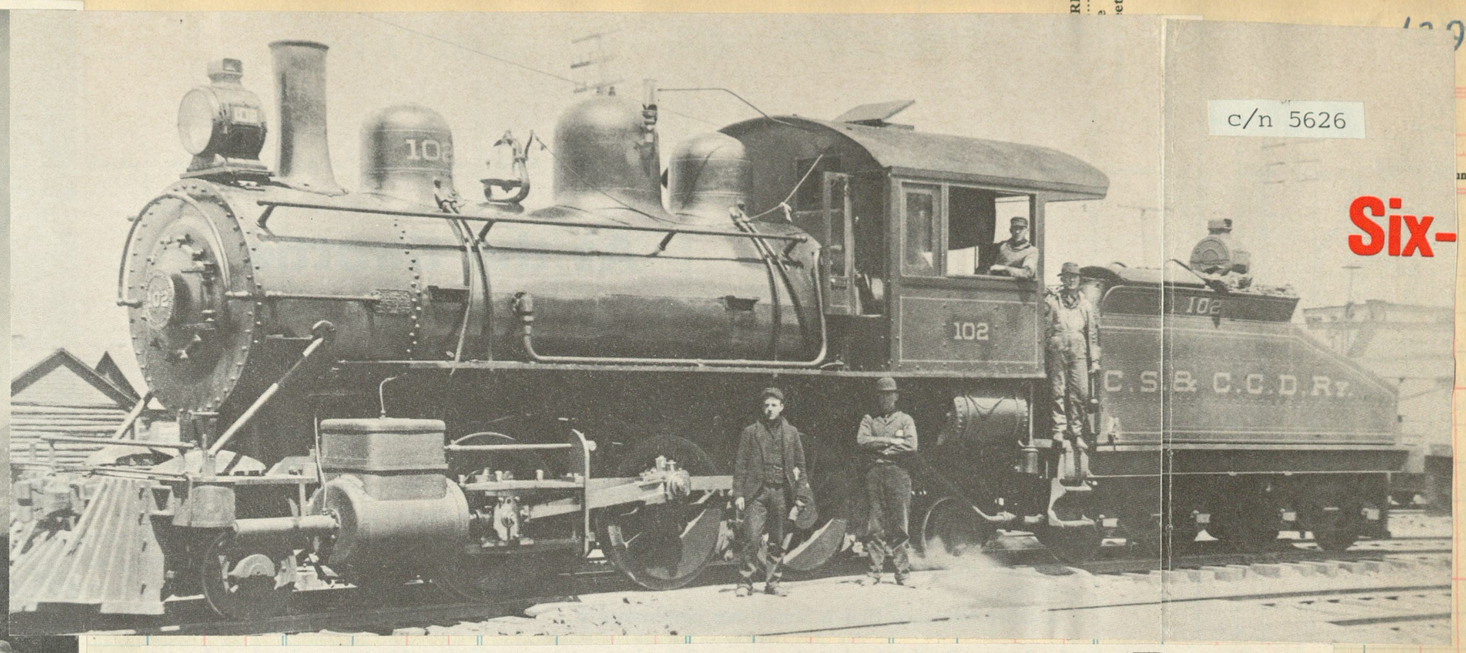


L. C. McClure.

#8 2-8-0
Schen 1902
c/n 25622

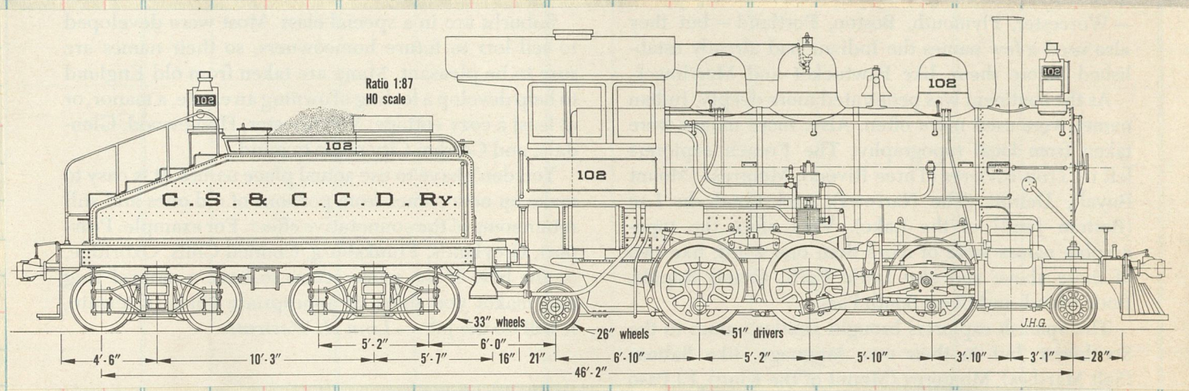
#8 makes a station stop at Summit

One of the much-advertised attractions on this scenic mining railroad was St. Peter's Dome. A returning train of empty ore cars with its pusher engine echoes against the crags.

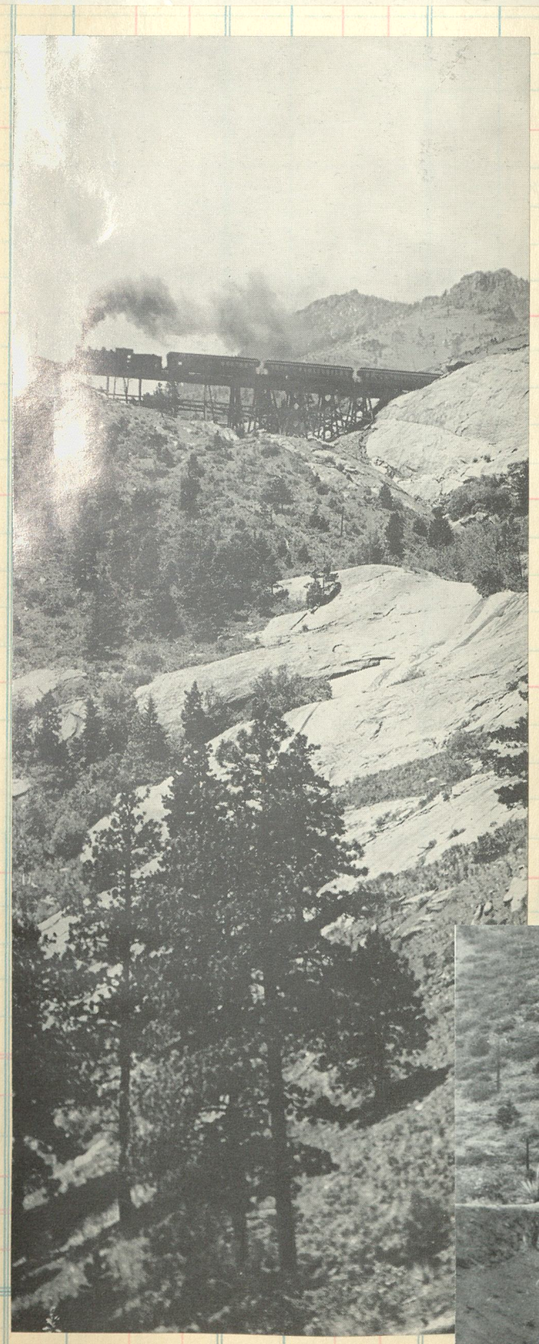


c/n 5626

Six-

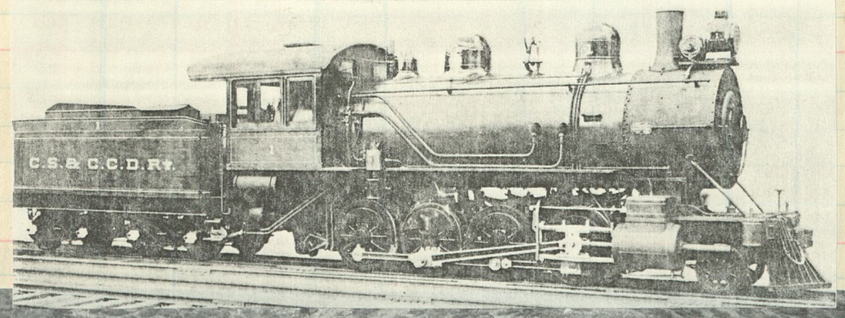


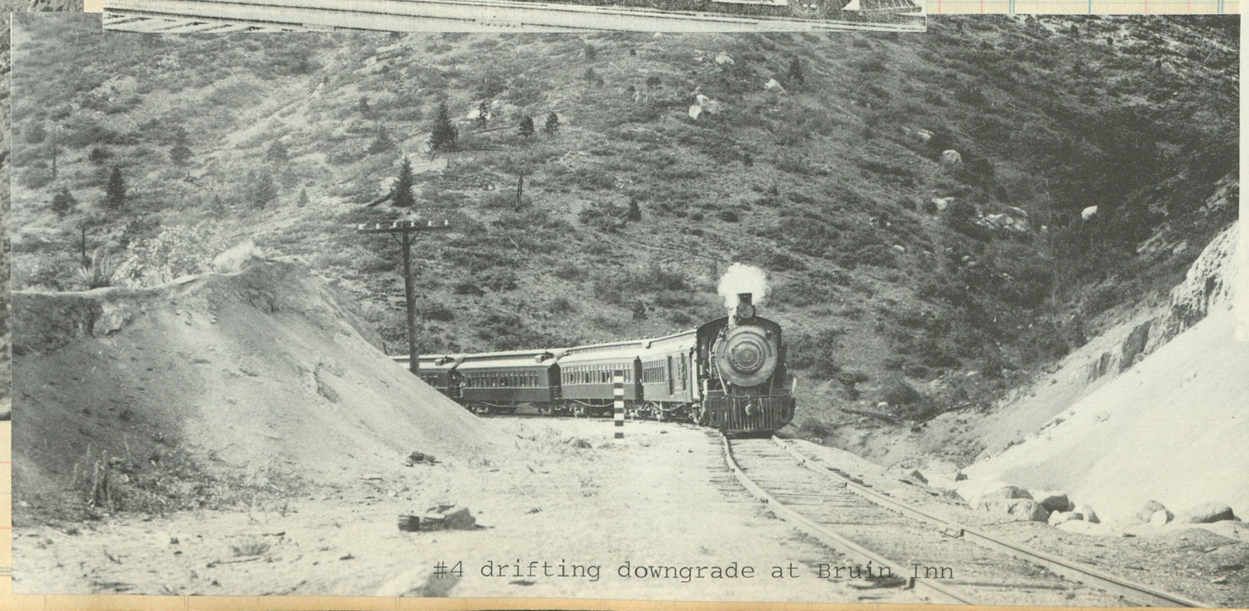
In 1900, Schenectady built two (101-102) Prairie type for yard service. Cyls 19x24, dvs 51", BP 190, TE 26,672. About 1915 the 102 was rebuilt as a 2-6-0. In 1923 was sold to the Breece Lbr Co at Grants, N. M., being retired in 1940.



Cripple Creek District Museum

Colorado Springs & Cripple Creek M-204 at Cripple Creek, Colo., around 1900, shortly before the mining boom began to bust.

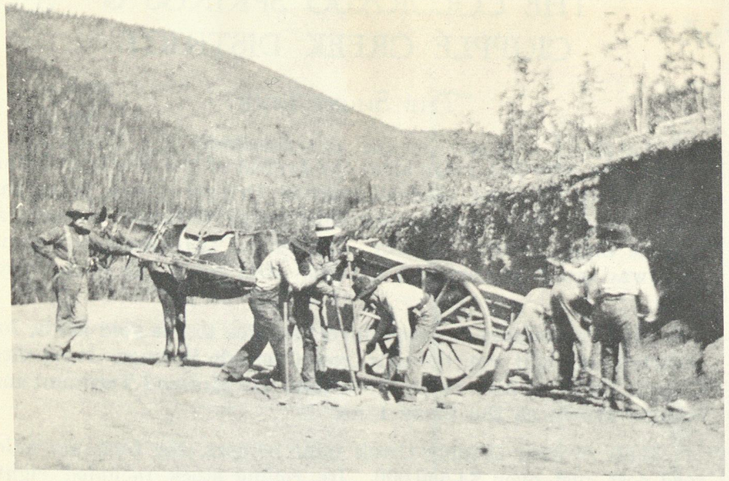




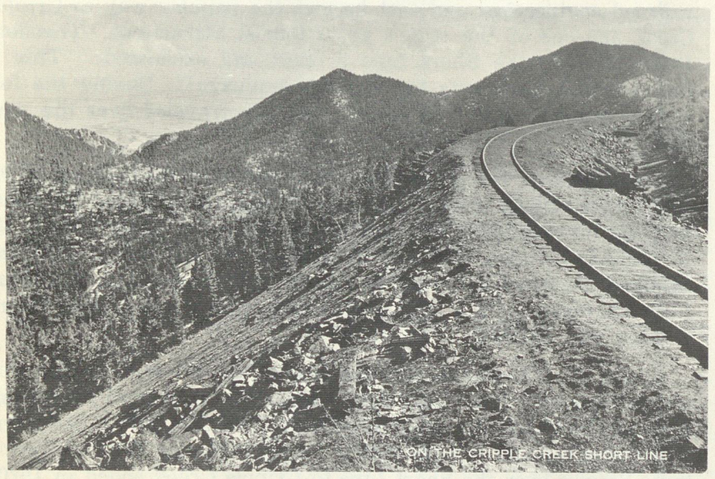
#4 drifting downgrade at Bruin Inn

One of many trestles over which Short Line trains passed on their spectacular climb from the plains to the gold camp. (State Historical Society of Colorado)

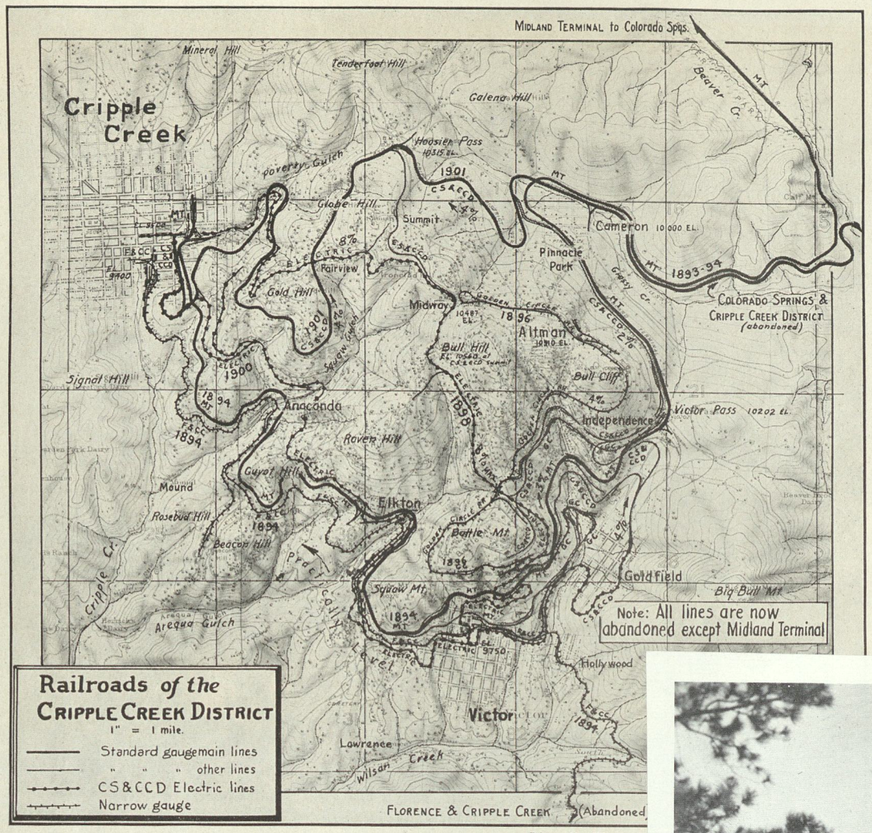
Two Short Line trains meeting on top Hoosier Pass (elevation 10,314 feet) just above Cripple Creek. (State Historical Society of Colorado) Trains No 5 & No 10



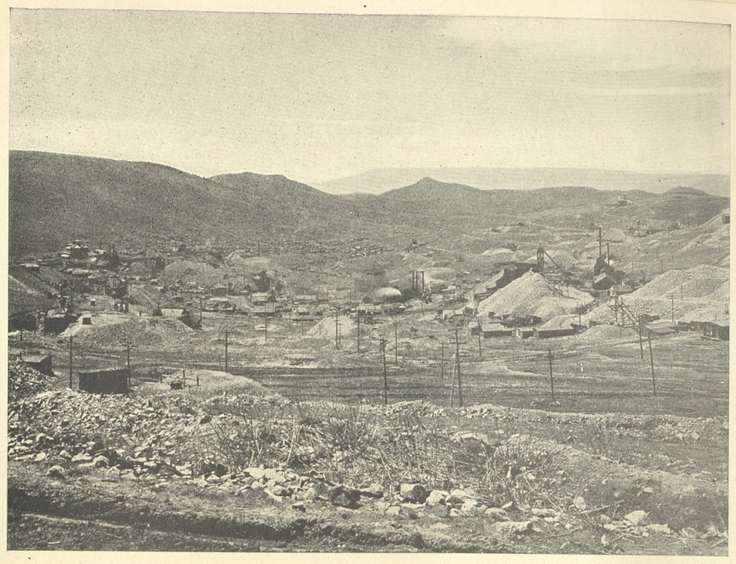
Building the Short Line at the turn of the century. It was the last railroad to be built to the District. (State Historical Society of Colorado)



One of the steeper grades on the Cripple Creek Short Line. The standard gauge road served the gold camp from 1901 until 1920.



Linn H. Westcott



VIEW FROM BULL HILL, RICHEST GULCH IN THE WORLD

Deep cuts and high fills were almost continuous on the Cripple Creek Short Line.

Amount

Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

G. C. P., Harrisonburg, Va.—The Chesapeake Western was incorporated in 1892 as the Chesapeake, Shenandoah & Western; in 1895 the name was changed to Chesapeake & Western, which in 1902 was taken over by the Chesapeake Western, incorporated in 1900. It runs from Elkton to Bridgewater, Va., 27 miles, has 5 locomotives, 10 cars. The road and equipment are valued at $1,442,480, and total assets are $2,933,853. In 1932 the total deficit was $69,203, of which $661 constituted operating deficit.

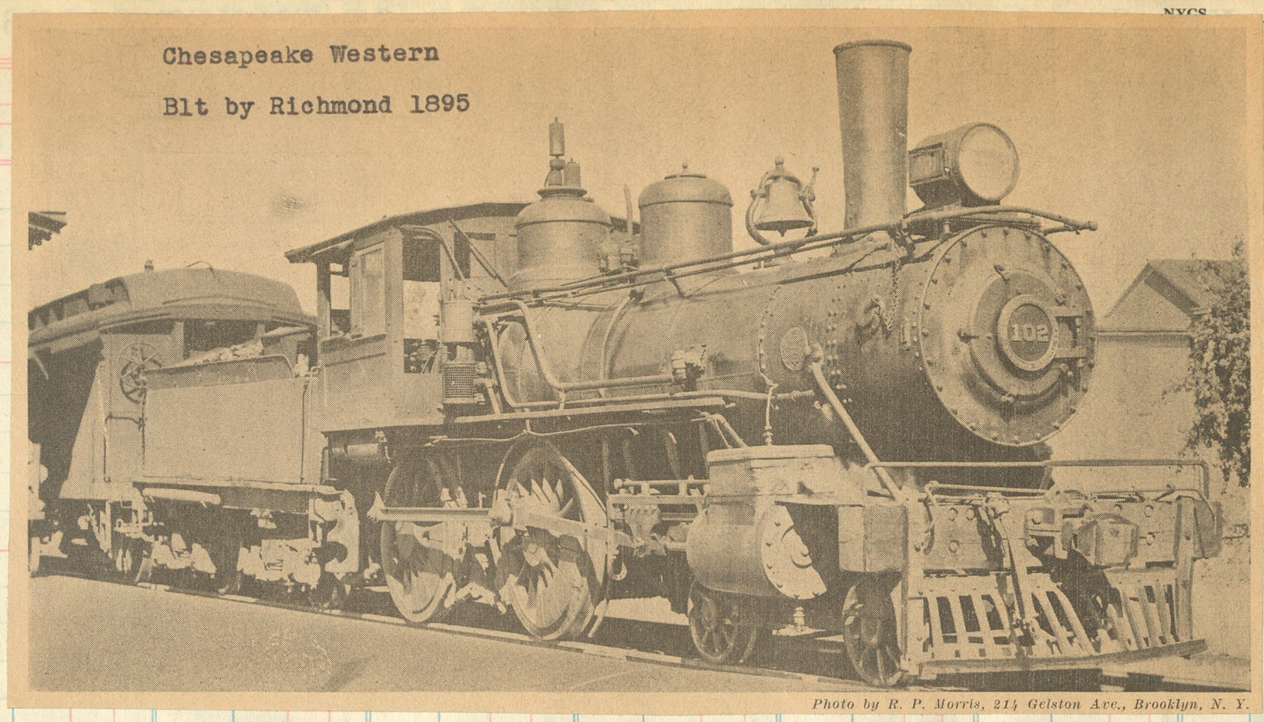


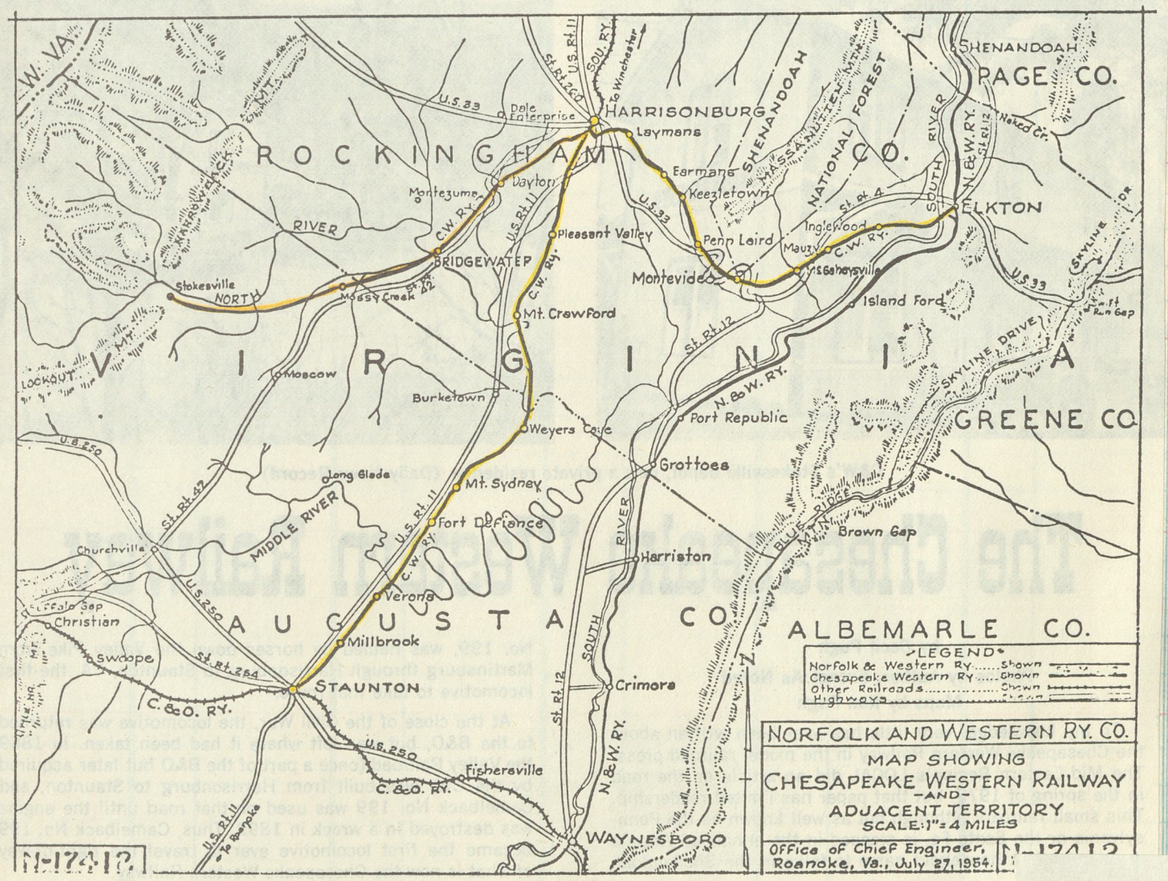
Photo by R. P. Morris, 214 Gelston Ave., Brooklyn, N. Y.

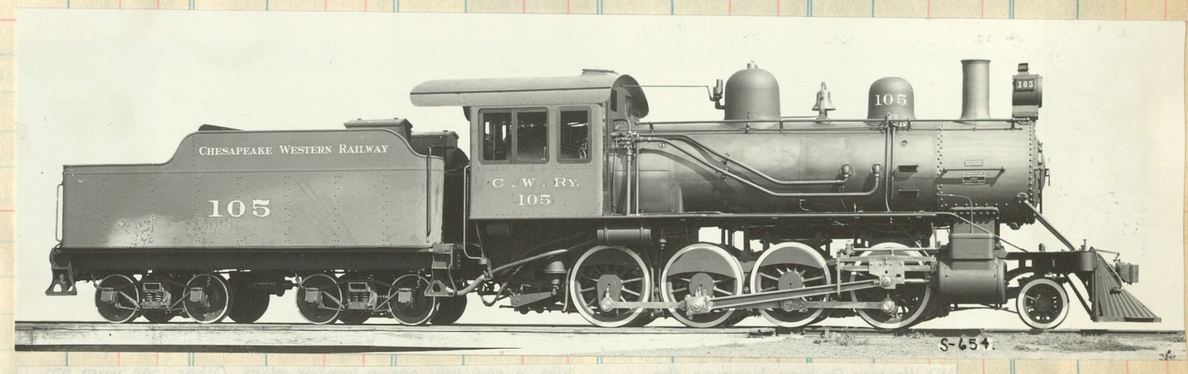
No. 5	3	M	June 30, 1933.	4	6
A M †P M P M	P M			P M	A M
†200 1140 *9 00	6 15		lv. New York (Penna. ar.	1059	7 55
†412 ¶118	8 03		lv. No. Philadelphia " ar.	.....	6 12
A M A M P M	P M		lv Philadelphia " ar.	P M	A M
..... *1140	8 20		(Broad St.) "	8 40	6 40
..... *1144	8 24		Pa. Sta. (30th St.) "	8 36	6 36
*1020	1 28		lv. Hagerstown (N. & W. ar.	2 25	1 30
11 07	2 19		lv. Shenandoah Jn. " ar.	2 32	1241
*2 08	4 50		ar. Elkton ..... " lv.	1218	1014
P M	A M			A M	P M
P M	A M		LEAVE ARRIVE	A M	P M
†2 30	†700	0	..... Elkton	1040	8 30
2 37	7 09	3	..... Inglewood	1029	8 18
2 43	7 15	5	..... Mauzy	1022	8 12
2 52	7 21	7	..... McGaheysville	1017	8 07
2 58	7 28	9	..... Montevideo	1010	8 01
3 04	7 33	11	..... Penn Laird	1005	7 55
3 10	7 39	13	..... Keezletown	9 57	7 48
3 15	7 44	14	..... Earman's	9 54	7 42
3 20	7 49	16	..... Laymans	9 49	7 37
3 25	7 55	18	..... Rutherford	9 45	7 32
3 30	7 59	20	..... Normal	9 40	7 27
3 33	8 01	29	..... Bruce St. Switch	9 37	7 24
3 38	8 05	21	arr.. Harrisonburg[2] .lve.	9 33	7 20
3 45	8 15	21	lve.. Harrisonburg ..arr.	9 23	6 12
3 49	8 19	20	..... Bruce St. Switch	9 19	6 09
3 53	8 22	21	..... Pleasant Hill	9 16	6 05
4 00	8 30	24	..... Dayton	9 10	6 00
4 05	8 34	25	..... Stemphleytown	9 05	5 53
4 12	8 40	27	..... Bridgewater	†900	†642
P M	A M		ARRIVE LEAVE	A M	P M

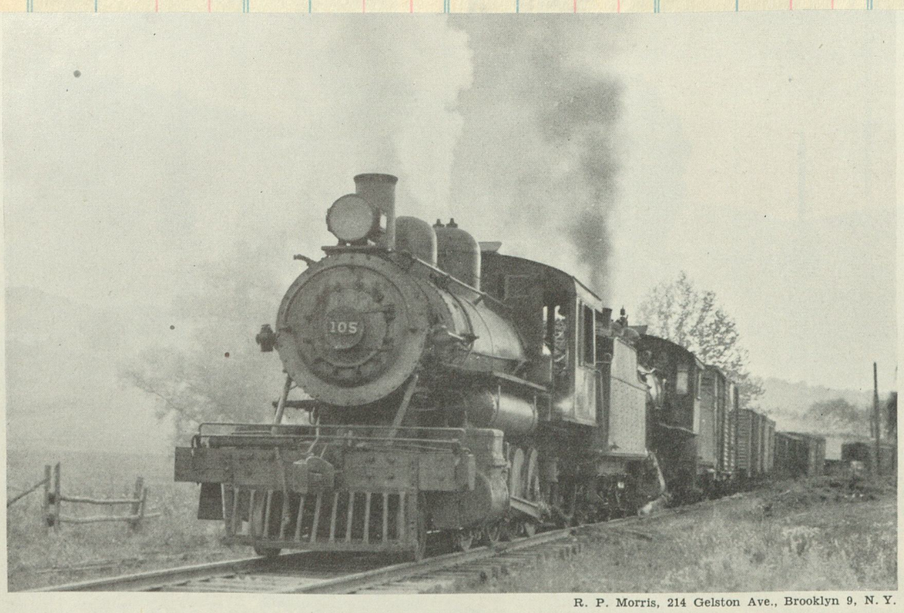
*Daily; †daily, except Sunday; ‡daily, except Saturday; ¶daily, except Monday. *Eastern time.*

Sold	Amount	Clos. No.	Sold	Amount

C/n 2186
Named "Lizzie Allison"







R. P. Morris, 214 Gelston Ave., Brooklyn 9, N. Y.

Locomotives 105 and 107, staunch little Consolidations (2-8-0), climb westward at Keezletown, Va., on the Chesapeake Western. This short line runs 21 miles west from Elkton to Harrisonburg, then branches. One leg drops almost due south to Staunton, 25 miles from Harrisonburg, and the other angles southwestward to Bridgewater, 8 miles from Harrisonburg. Two daily passenger trains run through from Elkton to Bridgewater and return, with schedules arranged to connect with two Norfolk & Western trains at Elkton and (without too long a wait) with the Southern Railway at Harrisonburg.

#105
2-8-0
Schen 1909
c/n 46688

#107
2-8-0
B L W 1901
c/n 18681
ex N&W 849

4-4-0 #101 Baldwin 1893
c/n 14021

CHESAPEAKE WESTERN • Harrisonburg, Virginia • Jim Shuman

132

STRASBURG RAIL ROAD

1832-1978

the Road to Paradise

Ride America's Oldest Short-Line Railroad through the Scenic Pennsylvania Dutch Amish Country

STRASBURG RAIL ROAD
P.O. Box 96, Strasburg, Pa. 17579
Phone: (Area Code 717) 687-7522

Route 741 ★ Strasburg ★ Lancaster County ★ Pa.

New

Sold

AT

STRASBURG RAILROAD.
HENRY BAUMGARTNER, Owner, Leaman Place, Pa.
Train leaves Strasburg for **Leaman Place** [1] (4½ miles) *7 30 a.m. Returning, leaves Leaman Place for Strasburg *10 45 a.m. Train leaves Strasburg for Leaman Place ♯6 00 p.m. Returning, leaves Leaman Place ♯7 05 p.m. *Daily; ♯Saturday only.
CONNECTION.—1 With Pennsylvania R.R.
January, 1885.

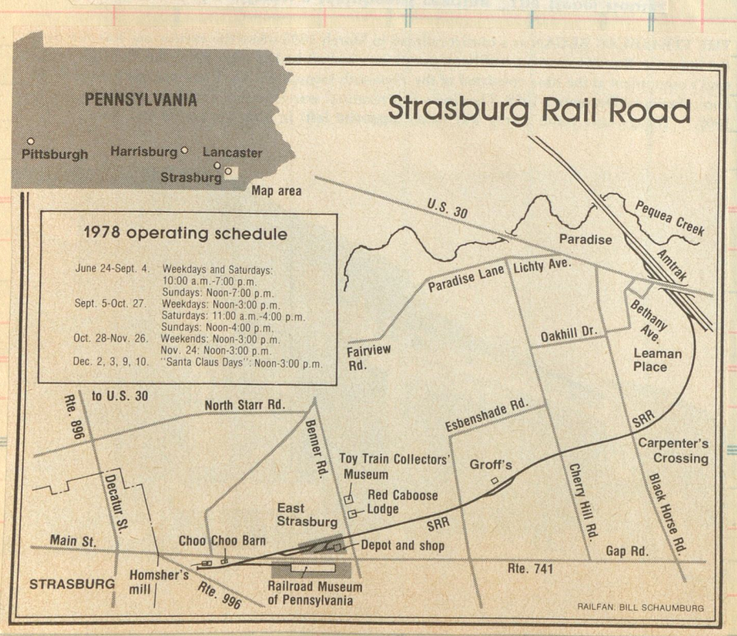
WILLIAM M. MOEDINGER — GROFF'S GROVE

A similiar incident now occurs on the Texas State

Back in the noble days of the past the meeting of steam powered passenger trains was an event that occured thousands of times every day. But today only one such meet remains and that at a siding called Groff's, Pa on the Strasburg. The above scene could go back to the turn of the century.

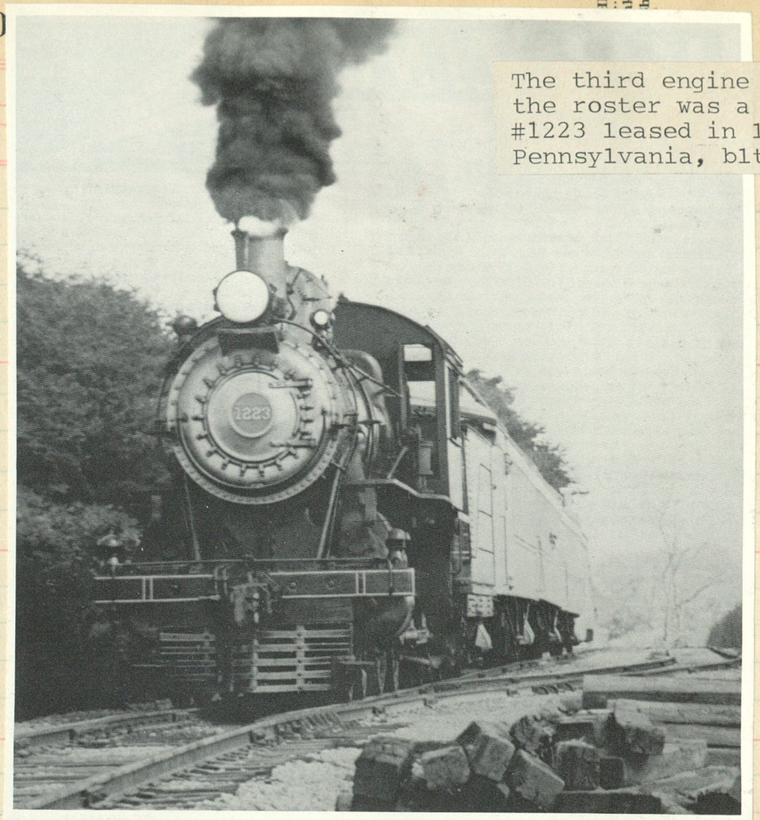
The initial engine acquired for service was 0-6-0 #31, ex CNR #7312 Blt by Baldwin in 1908 as Grand Trunk #1708.

The East Strasburg depot was formerly Phila & Reading station at East Petersburg, Pa. Blt 1882.



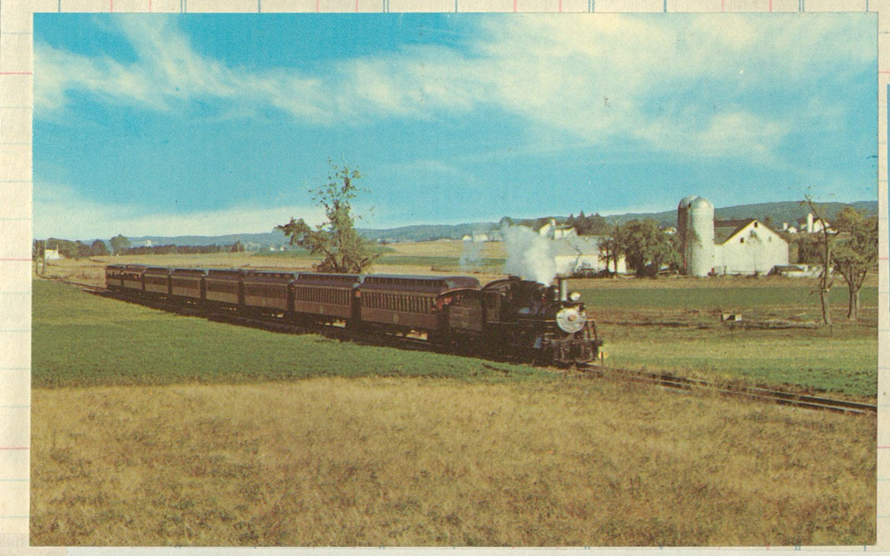
The Strasburg Rail Road was already America's oldest short lines when a group of railfans rescued it from the scrappers and transformed it into one of our most successful tourist operations.

Although they had already had problems with a switcher on their trackwork, an engine became available in 1962 that was too good to pass by. The E. & G. Brooke Plant, Wickwire Spencer Steel Division of Colorado Fuel & Iron in Birdsboro, Pa., was selling the last camelback locomotive in service under I.C.C. certification. Camelback 0-4-0 No. 4 was ex-Reading A-4b No. 1187 and had gone to the CF&I works at Birdsboro in 1945 — it had gained lasting fame in its whistle exchanges with passing Iron Horse Rambles with the Reading 4-8-4's. In November 1962, the diminutive camelback worked its way under steam



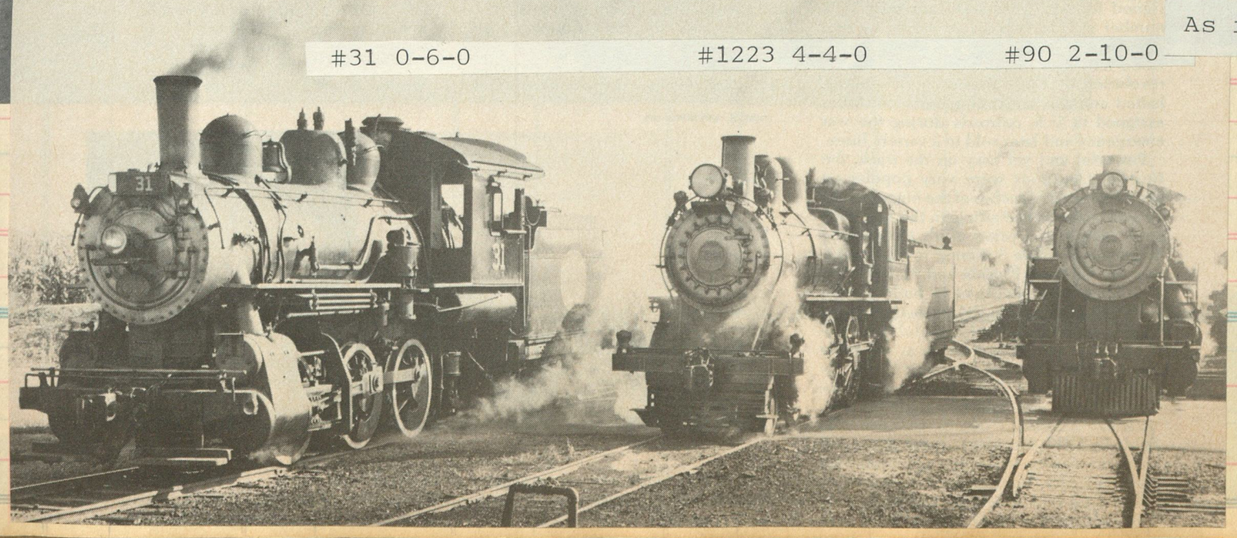
The third engine to be placed on the roster was a classic 4-4-0 #1223 leased in 1964 from the Pennsylvania, blt at Juniata 1905

Terminal facilities at East Strasburg (1970) Engine shed in left foreground, depot at upper right. Area upper left now site of the Penna State R R Museum.

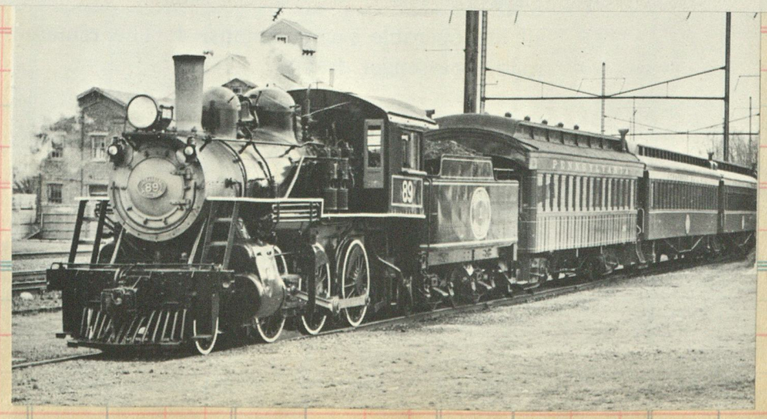


No 89, a stately Mogul, another import from Canada. Blt at Kingston in 1910 as G.T. #1009, to CNR #911then 89. Sold to Steamtown in Vermont and in 1972 became Strasburg's 5th engine.

#31 0-6-0 #1223 4-4-0 #90 2-10-0



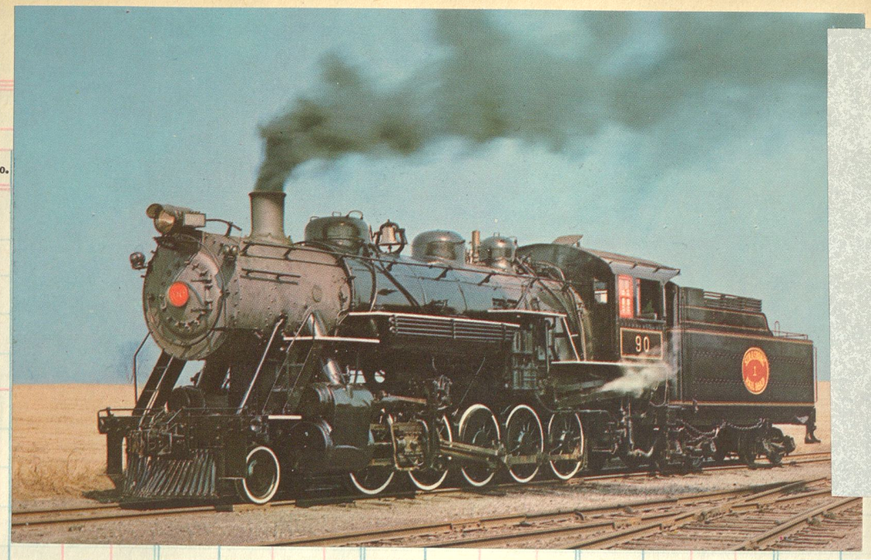
As in the days of glory, #89 whistles for Benner Rd Xng



Clos. No.

Like a stately monarch, #90 swings away from Leaman Place with a cargo of happy tourists for the four mile ride to East Strasburg.

Ben Kline is pulling the latch.



Prehaps the most regal and dignified of the steam locomotives still in operation would have to be the #90. Built in June 1924 by Baldwin for The Great Western Ry in Colorado [c/n 57812]. Sold to the Strasburg in 1967 as their fourth engine for $23,000. She is the only one of her type to remain active (1982) See page 197

Prehaps the only time that #90's tractive effort was tested on the Strasburg was bringing in these four PRR engines for display at the new Penn Railroad Museum

Would you believe this scene was fotoed July 29, 1983!!! PRR Atlantic (4-4-2) #7002, ex 8063, was blt at Juniata Shops in 1902. Pulled fm Penn R.R. Museum and now in regular service.

A grand tradition lives on! Here #90with a six car consist gallops across the cultivated fields of the Melvin Stoltzfus farm.

EAST JORDAN & SOUTHERN STATION.

135

East Jordan & Southern R. R.
REPORTING MARKS—"E J & S"

GENERAL OFFICERS.

H. P. PORTER, President & General Manager..East Jordan, Mich.
J. J. PORTER, Secretary & Treasurer.. ..... "
W. H. SLOAN, Traffic Manager & Auditor.... "

GENERAL OFFICES, EAST JORDAN, MICH.

Miles of road operated, 21.74. Gauge, 4 ft. 8½ in. *Equipment* Locomotives (coal burning), 2; combination coach, 1; gasoline motor coach, 1. Total, 2 cars.

Freight cars owned are not employed in Commercial Service.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Pere Marquette—
Bellaire, Mich..... *Jan., 1940.*

B. C., Chicago.—The East Jordan & Southern was incorporated in 1901, and runs from E. Jordan to Bellaire, Mich., 19 miles. It has three locomotives, one motor car, one coach and three other cars.

CUT HERE ..... To Make Short Sheet

...unt	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

...ast steam run on the East Jordan & Southern in northern Michigan by a Michigan ...ailroad club in August, 1961, with Mogul No. 6 doing honors.

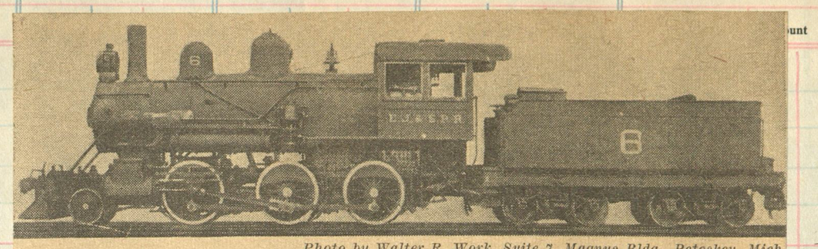


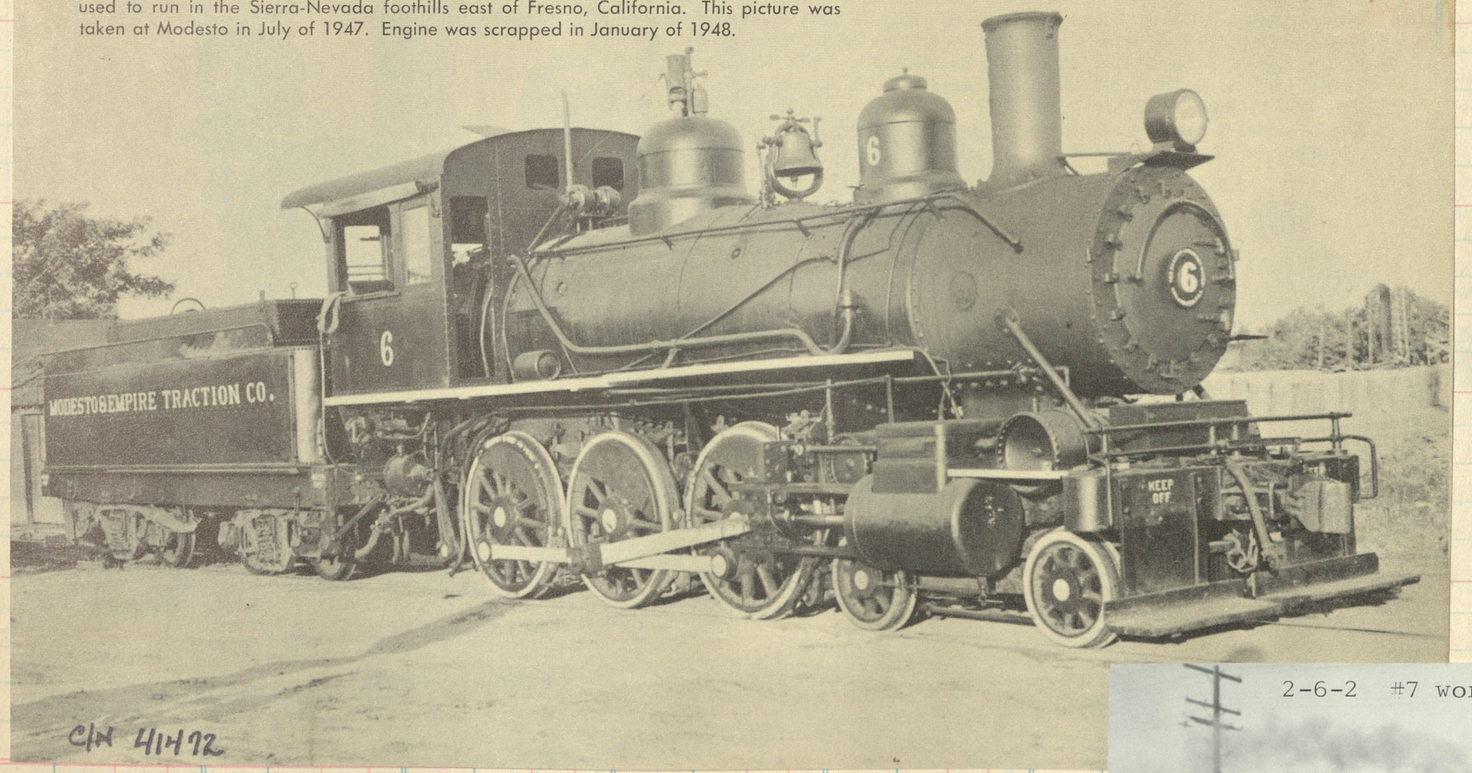
Photo by Walter R. Work, Suite 7, Magnus Bldg., Petoskey, Mich.

The East Jordan & Southern Railroad bought this little Mogul from ~~Alco in 1920~~; sold her to the Antrim Iron Company, of Mancelona, Mich., last September

Built by Pittsburgh in 1909 c/n 45920

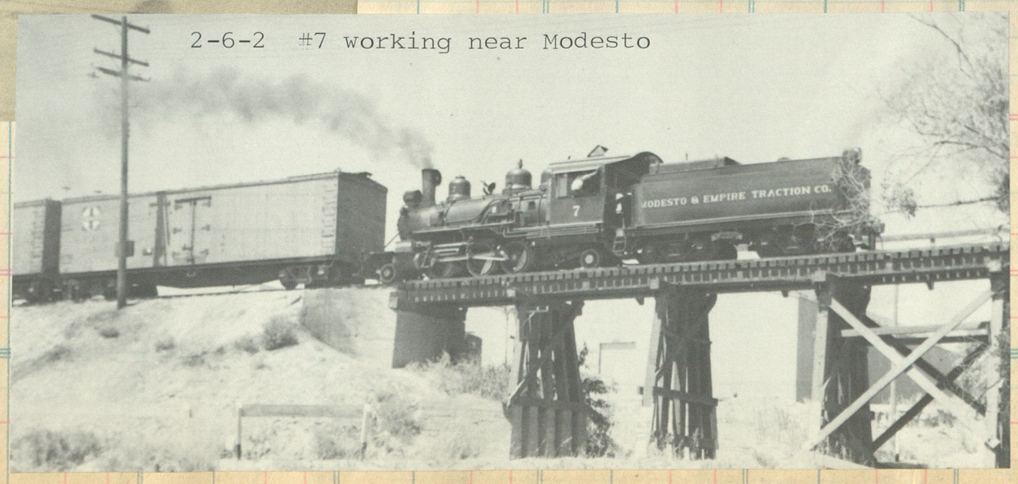
MODESTO AND EMPIRE TRACTION COMPANY.

No. 6 of the Modesto & Empire Traction Company came to that road in 1936. It was built by Baldwin in 1914 as No. 201 for the San Joaquin & Eastern, a little railroad that used to run in the Sierra-Nevada foothills east of Fresno, California. This picture was taken at Modesto in July of 1947. Engine was scrapped in January of 1948.



C/N 41472

2-6-2 #7 working near Modesto



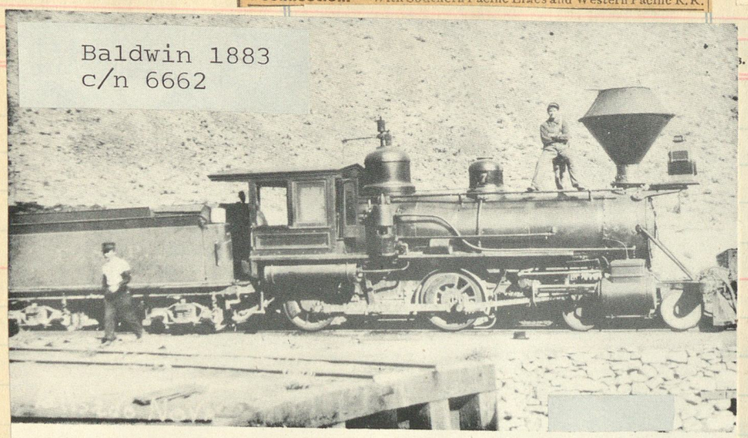
136

SELLER
DATE
FORM

EUREKA NEVADA ... ALES AT

EUREKA NEVADA RAILWAY.
C. B. Sexton, General Manager, Palisade, Nev.
Train leaves **Palisade**[1] †8 15 a.m., arriving Eureka (85 miles) 3 00 p.m.
Returning, leaves Eureka †7 15 a.m., arr. Palisade 2 00 p.m. *Jan., 1934.*
† Daily, except Sunday. *Pacific time.*
Connection.—[1] With Southern Pacific Lines and Western Pacific R.R.

Baldwin 1883
c/n 6662



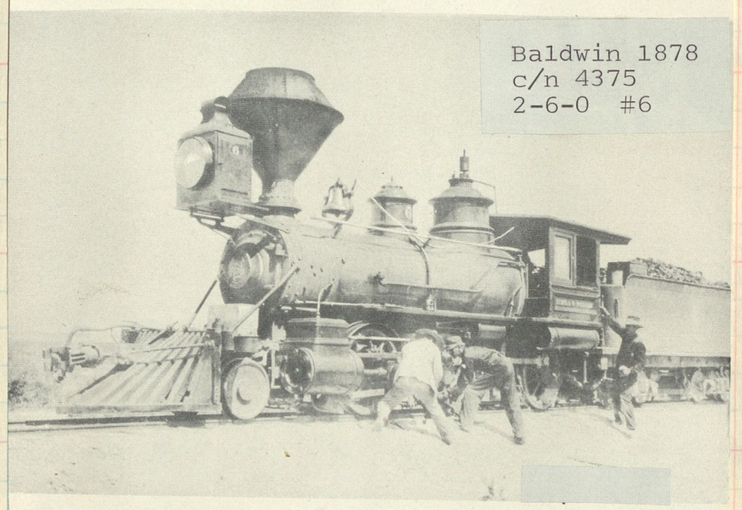
Eureka & Palisade No. 7, "P. Evarts"

"We're Gonna Be Late"

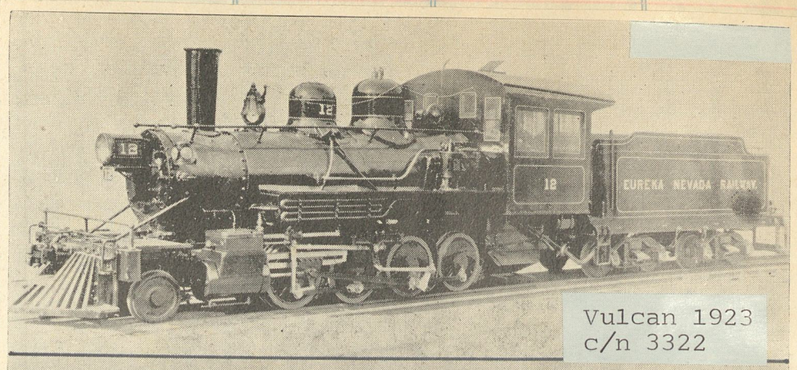
Baldwin 1876
c/n 3826

Eureka & Palisade No. 5, "Palisade," and a Bunch of the Boys

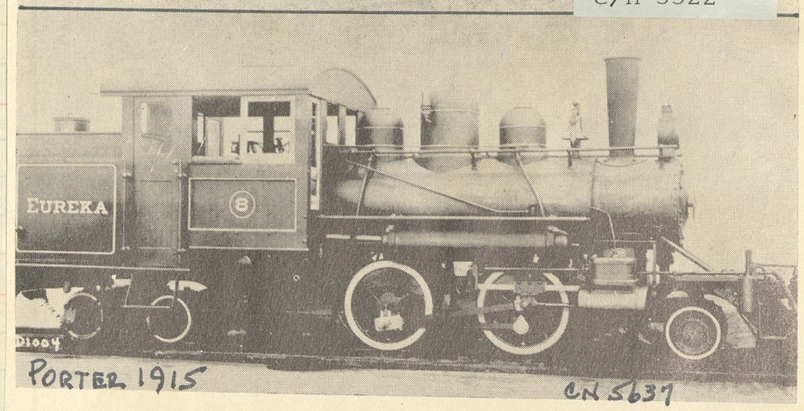
Baldwin 1878
c/n 4375
2-6-0 #6



The "Reveille" Has a Little Trouble

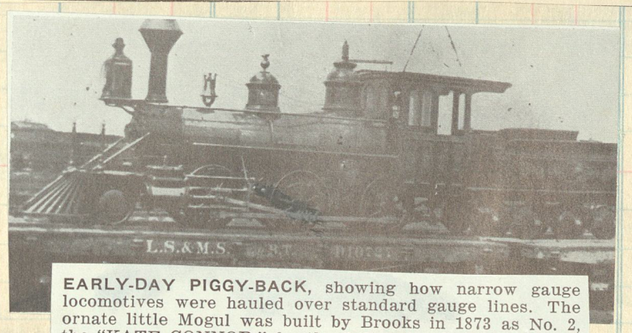


Vulcan 1923
c/n 3322

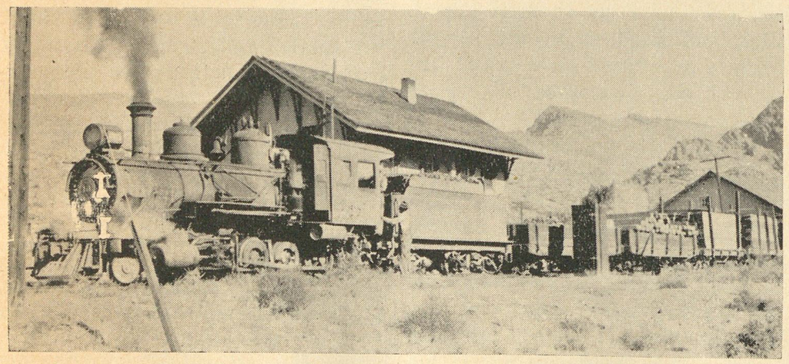


PORTER 1915
CN 5637

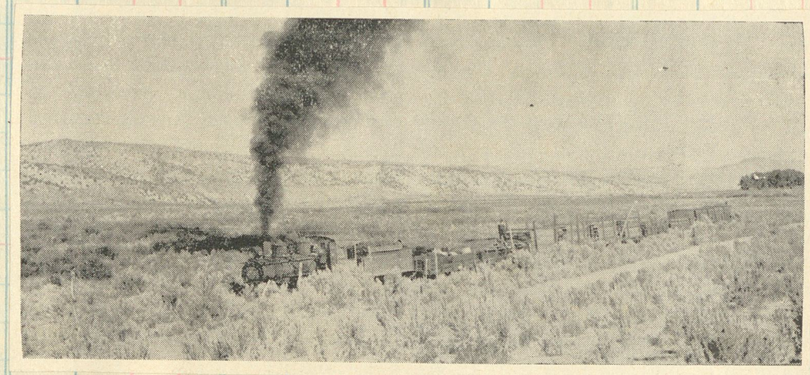
Upper Photo Is a Vulcan Builders Shot of No. 12, A Mighty Pretty Little Pot, Too. Gaze On Her a Minute, Then Say a Prayer—They cut Her Up for Bombs, You Know. The Lower Picture is a Porter Builders Print of No. 8, a Highwheeler That Showed Her Legs to the Jackrabbits Many a Time When Real Passenger Trains Made Time Through the Sage.



EARLY-DAY PIGGY-BACK, showing how narrow gauge locomotives were hauled over standard gauge lines. The ornate little Mogul was built by Brooks in 1873 as No. 2, the "KATE CONNOR," for the Salt Lake, Sevier Valley & Pioche Railroad; road was unable to pay for engine and it was taken over by Eureka & Palisade, a Nevada short line, where it was renamed "EUREKA." Note the elaborate painting on tender and cab panels, ornamental brass eagle on top of sand dome.

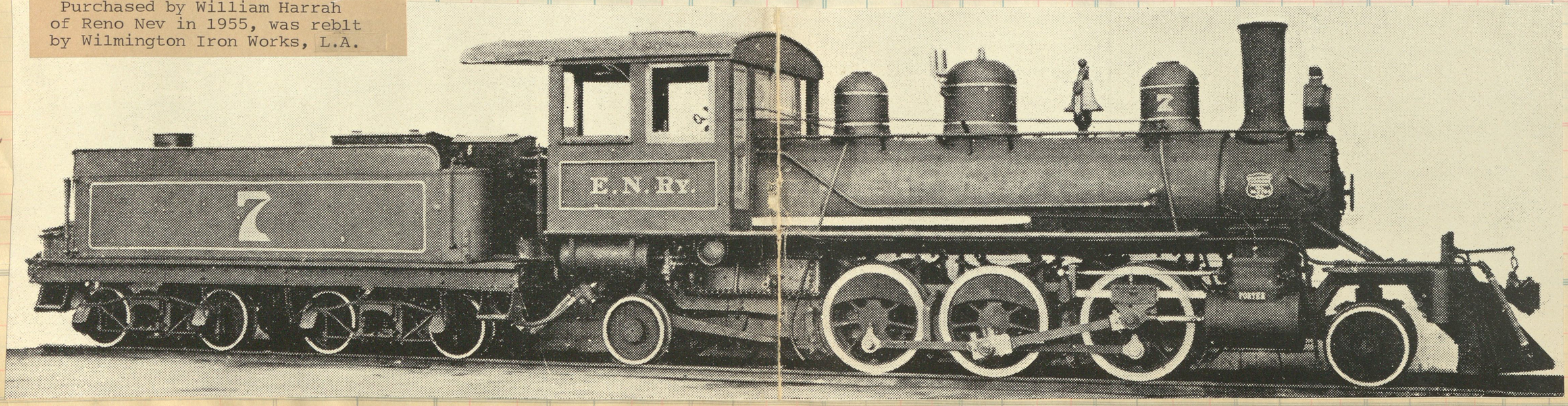


All Aboard For the Mining Camp! No. 10 and Mixed Ready To Leave Palisade For Eureka With All Kinds of Tonnage Tied To Her Tail. Trains of This Kind Were A Familiar Sight Along the E. & P. Railroad For More than Fifty Years. This One Being In 1936.



#10 was built by Baldwin in 1904 for the Uintah #10 c/n 24271

Porter 1915 c/n 5724. Sold to Parker Lyon (Pony Express Museum) Alhambra, Cal in 1939 Purchased by William Harrah of Reno Nev in 1955, was rebit by Wilmington Iron Works, L.A.



CUT HERE To Make Short Sheet

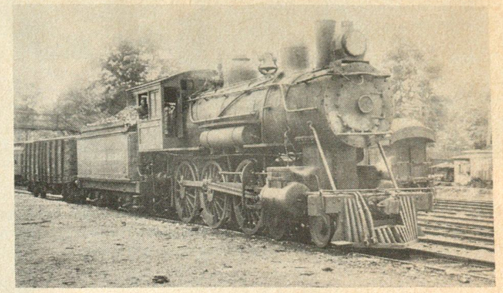
WHERE did the Chestnut Ridge Railway run? I have a photo of an old school rail-bus that bears that name.

Extending between Lehigh Gap, Pa., and Kunkletown (Chestnut Ridge, 10½ miles), with a branch from Palmerton to East Palmerton (1½ miles), the Chestnut Ridge Railway was incorporated on March 15, 1898, and is now owned by the New Jersey Zinc Co.

CHESTNUT RIDGE RAILWAY COMPANY.

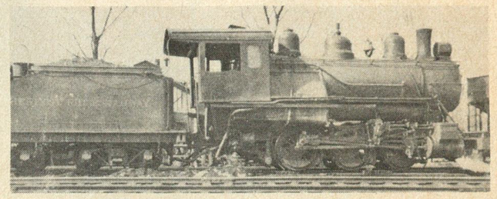
Engs #7 & #4 - 0-6-0's.

CHESTNUT RIDGE RAILWAY COMPANY.
N. T. MARTIN, Auditor & Gen. Frt. Agt. .....Palmerton, Pa.
Miles of road operated, 14; gauge, 4 ft. 8½ in. *Equipment*—Locomotives (coal burning), 3; gondola, 2; flat, 1; passenger, 11; miscellaneous, 1; total, 15 cars.
Cars owned are not employed in Commercial Service. *July, 1938.*

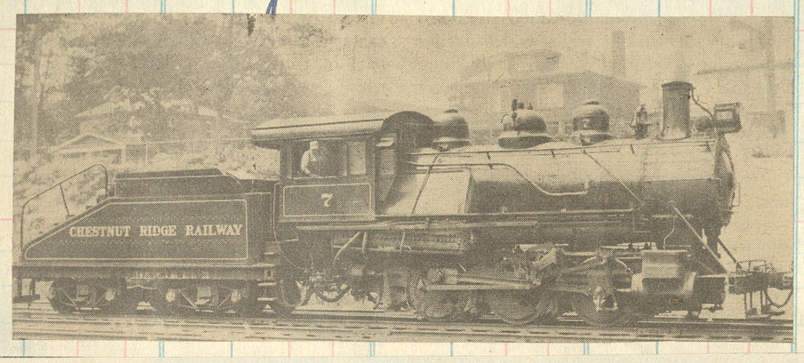


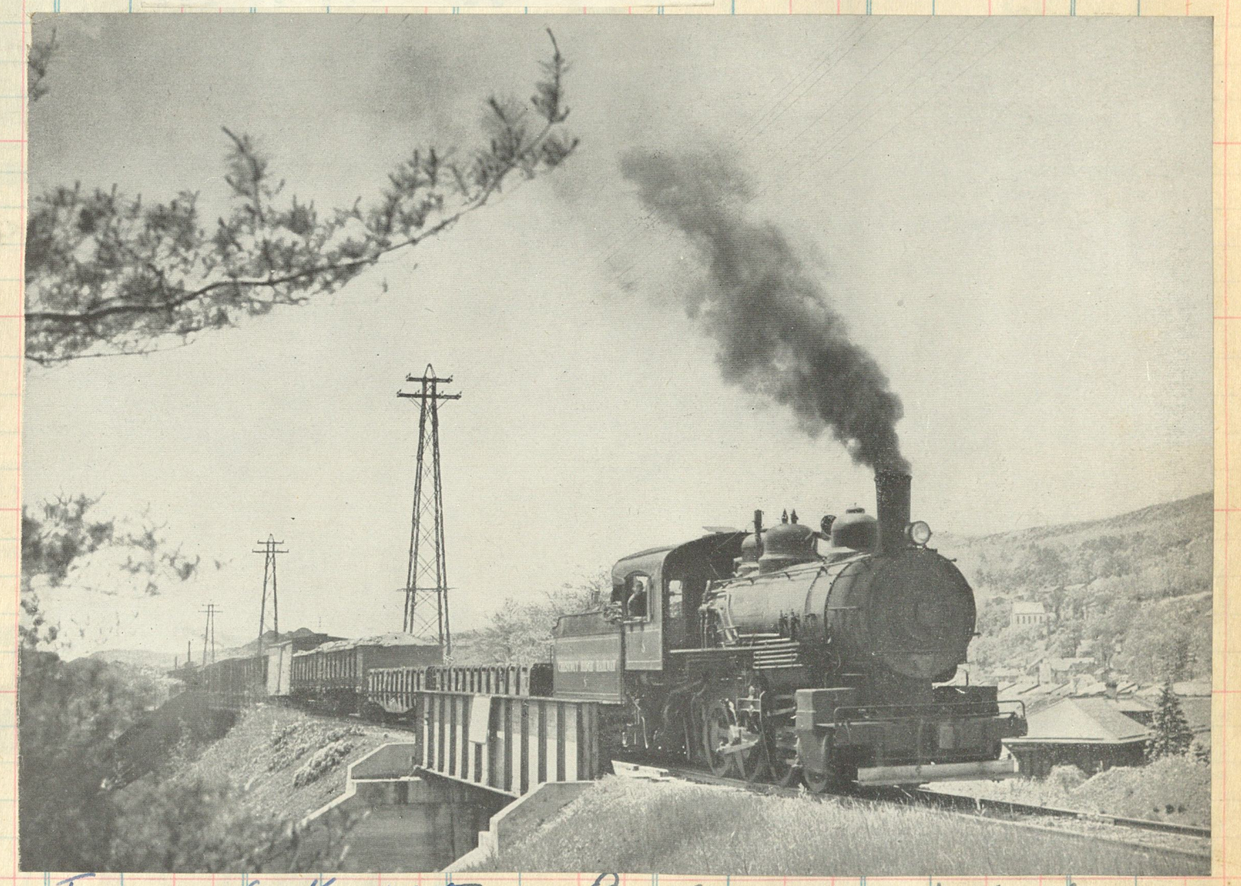
A TALL-DRIVERED Baldwin 4-6-0 works Palmerton.

BALDWIN 0-6-0's survived until the 1950's.

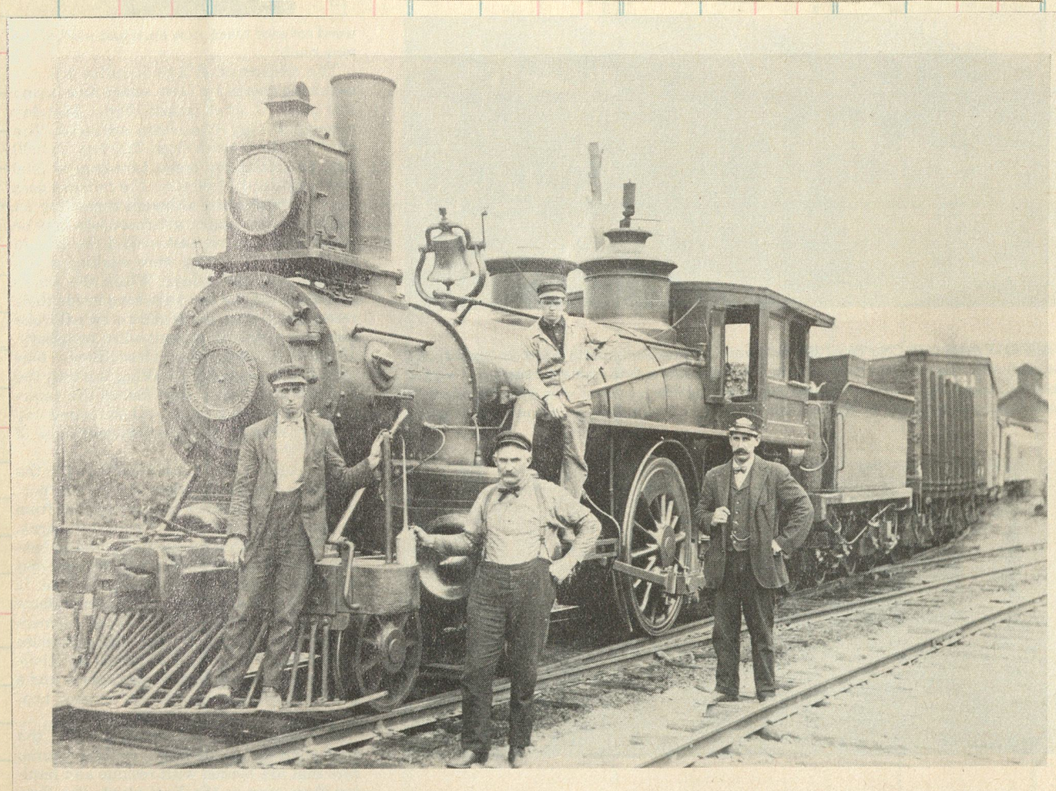


The Chestnut Ridge Railway, a subsidiary of the New Jersey Zinc Company, operates 11 miles between Palmerton and Kunkletown, Pa., and two miles between Palmerton and Lehigh Gap. It is a Class 2 railroad connecting with the Central Railroad of Pennsylvania at Palmerton and the Lehigh & New England at Palmerton East. Train is eastbound at Palmerton.



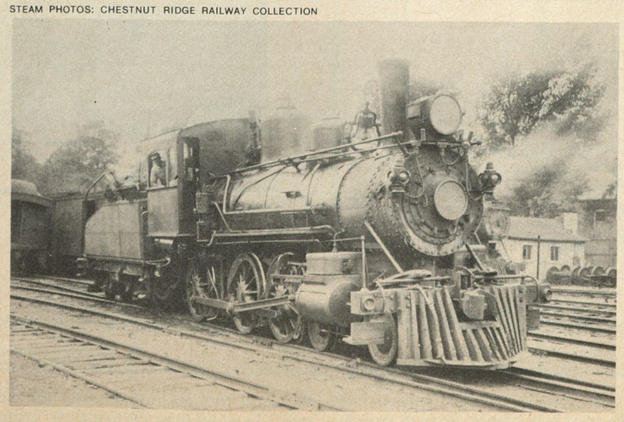


Tonnage for Kunkleton - Eng # 8, 0-8-0, on head end -

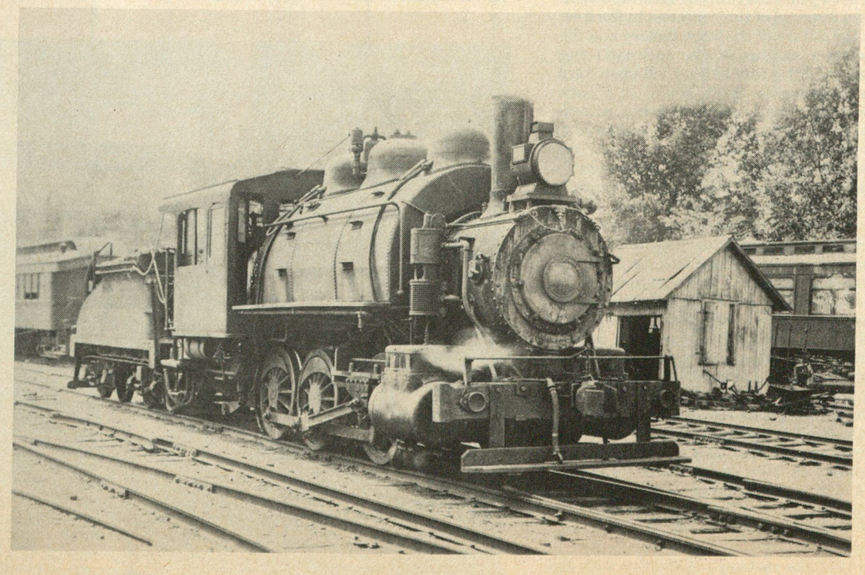


1885 SCHENECTADY 4-4-0 No.1 posed with a mixed train. None of these company photos had dates or data.

STEAM PHOTOS: CHESTNUT RIDGE RAILWAY COLLECTION



LOW-DRIVERED 4-6-0 No.2 in the Palmerton yard.



1904 ALCO 0-6-0 had a saddle tank and "bobtail" tender.

138

SELLER
DATE
FORM

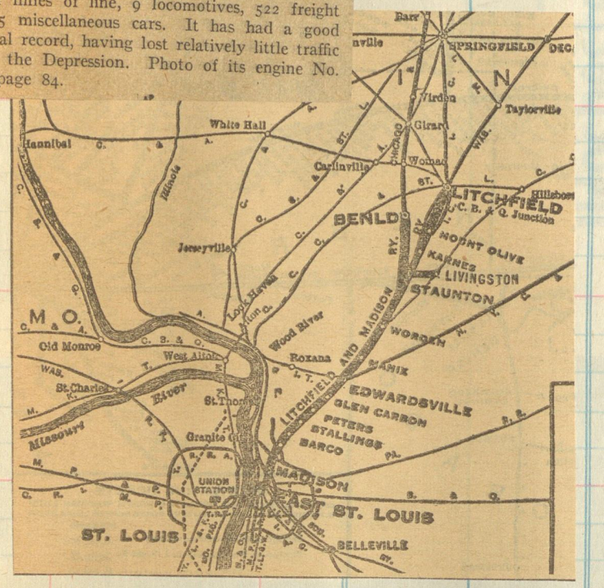
THE ST. LOUIS GATEWAY ROUTE

SALES AT

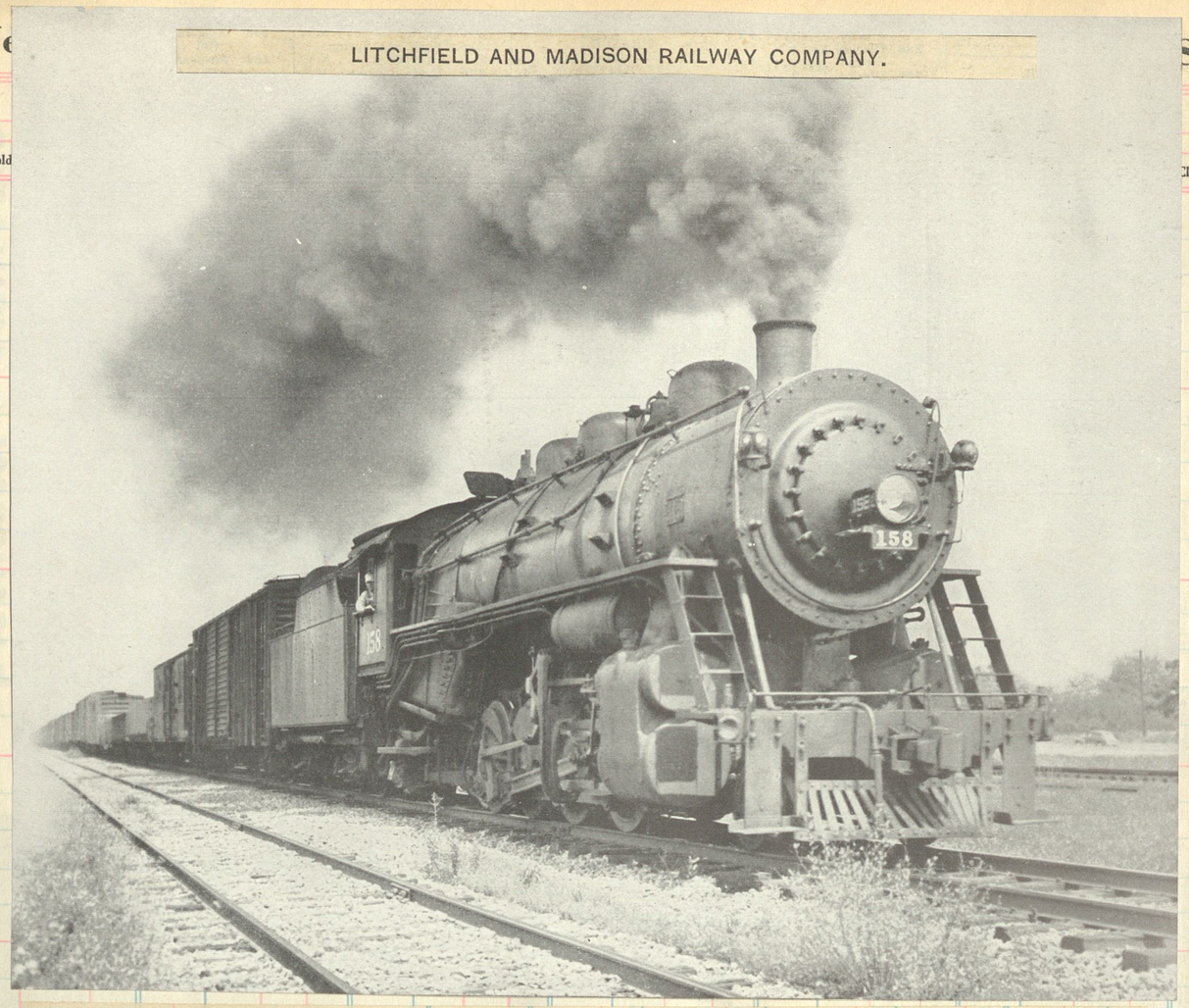
Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
			157-159-	Schen	23			
			160-161		31			

Schen 1923
C/N 6491

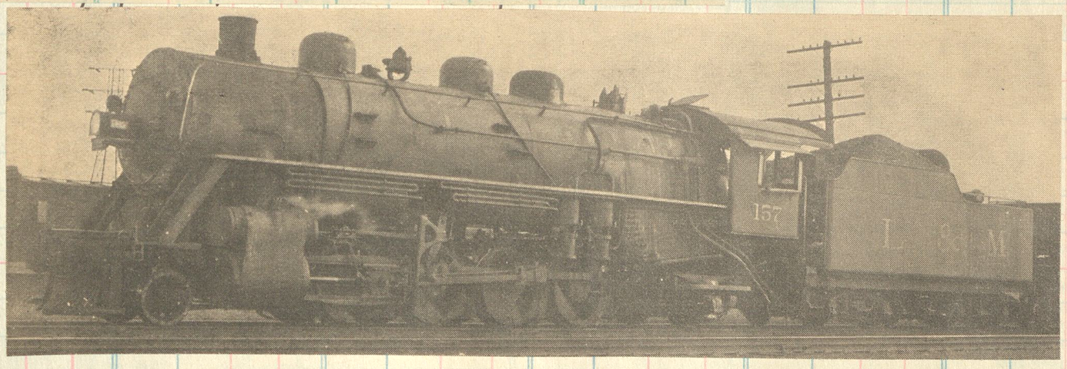
H. K.—The Litchfield & Madison Ry. was incorporated in 1900, when it acquired part of the old Chicago, Peoria & St. Louis. It runs from Litchfield to Madison, Ill., 44 miles, and has 51 miles of line, 9 locomotives, 522 freight and 35 miscellaneous cars. It has had a good financial record, having lost relatively little traffic during the Depression. Photo of its engine No. 5 on page 84.



LITCHFIELD AND MADISON RAILWAY COMPANY.



Mike 158 rolls timecard freight #119 north out of Madison



Schen 1923
C/N 6491

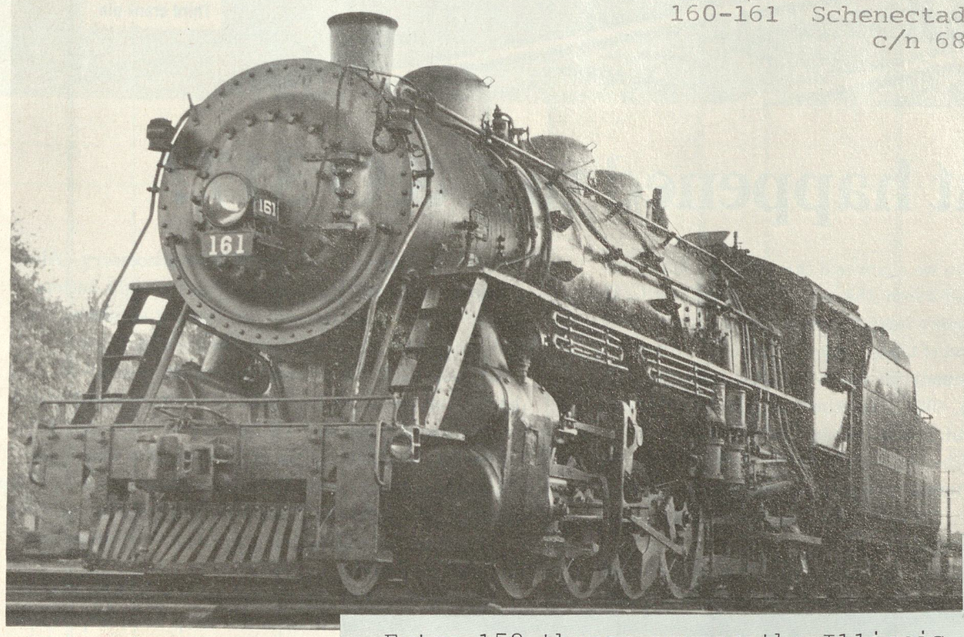
LITCHFIELD & MADISON

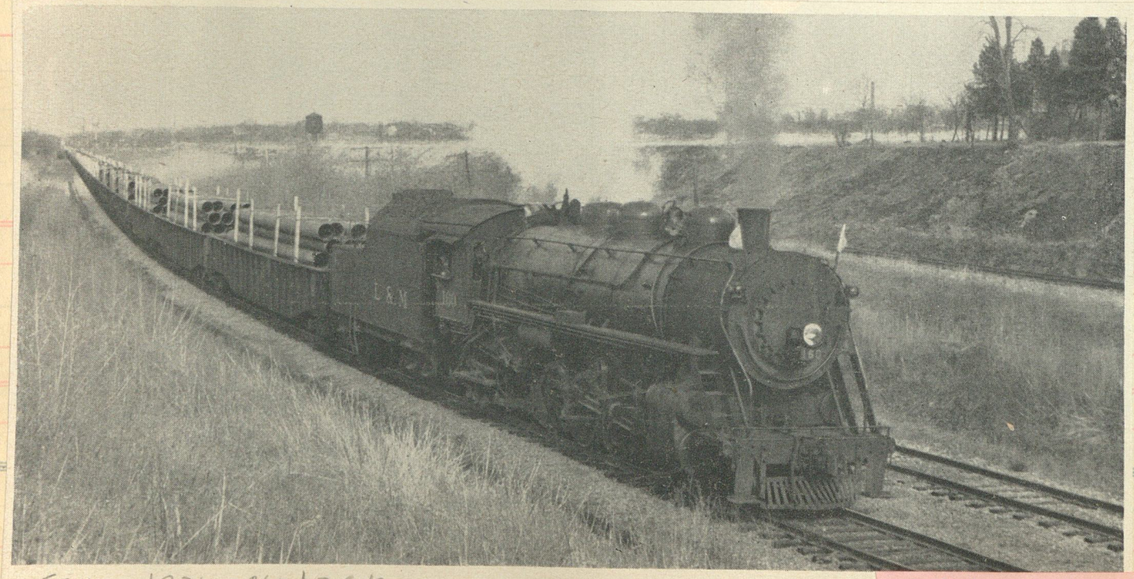
UP 5045

↑This fat-boilered 2-10-2 with the flat slab rods, originally the property of the Union Pacific, was purchased by the Litchfield & Madison after the war. Here No. 201 takes water at Stallings, Ill. ↓At Glen Carbon, Extra 201 goes into the hole to meet Extra 159, an L&M Mikado.

The 91½-mile Litchfield & Madison Railway is perhaps most famous for the southern Illinois coal fields it taps, but L&M is also a bridge traffic link between the interchange of the St. Louis area and the Chicago & North Western at Benld, Ill. This latter traffic is the justification of its slogan "The St. Louis Gateway Route." L&M owns eight steam engines (mostly Mikes), 559 coal cars and six cabooses. Financially (Charles Allen Jr. of New York holds 14,000 common shares or 70 per cent of L&M common with the I.C.C.'s permission), the road has been doing excellently. Its $25 par common paid $30 dividends in 1948.

160-161 Schenectady 1931
c/n 68550



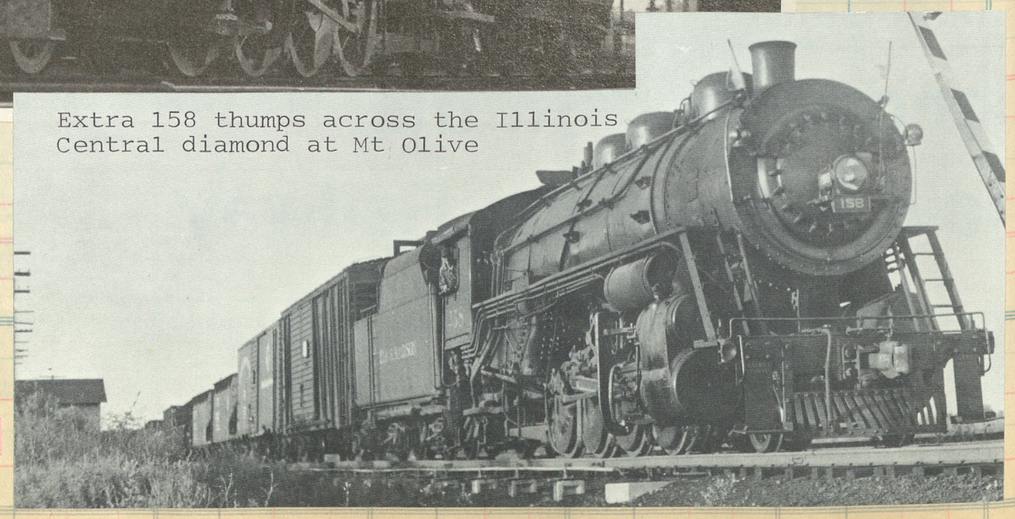


SCHEN 1931 C/N 68549

Additional in Short Lines Vol II Pg 76

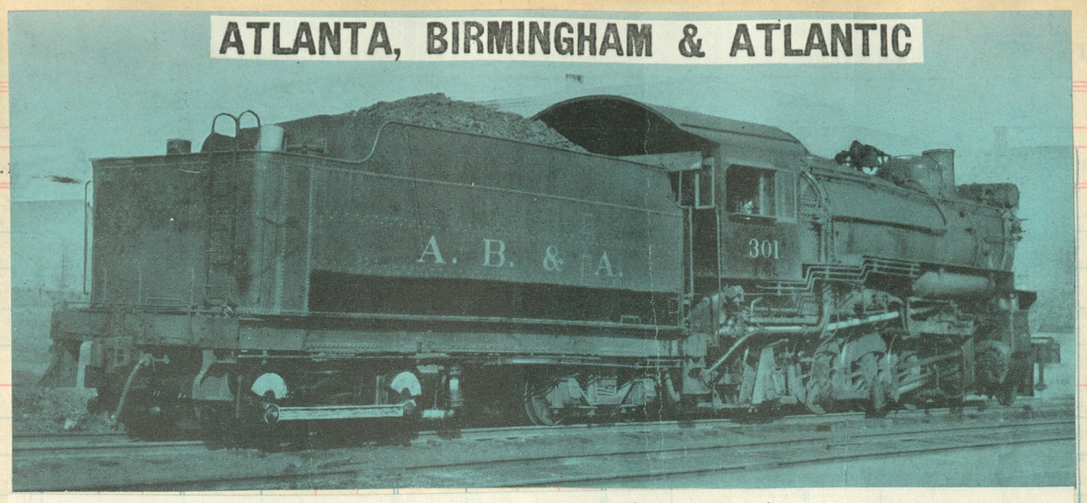
No. 160, one of the Litchfield & Madison's five Mikado-type locomotives, walks out of Edwardsville toward Madison with a trainload of steel pipe. The track behind the L&M is the Nickel Plate Road's St. Louis line. Edwardsville is the site of the L&M's general office and shops.

Extra 158 thumps across the Illinois Central diamond at Mt Olive

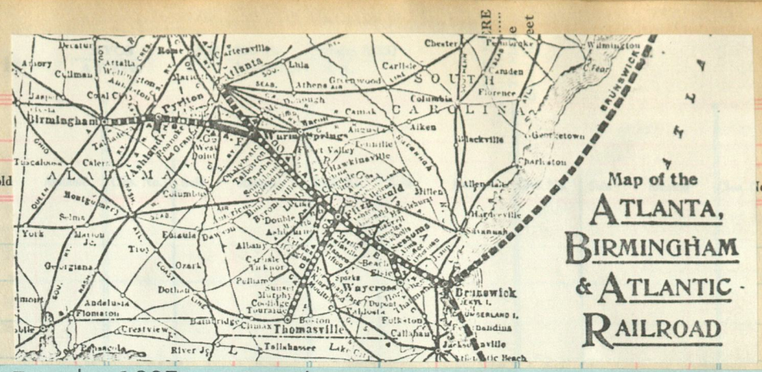


Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. | Sold | Amount

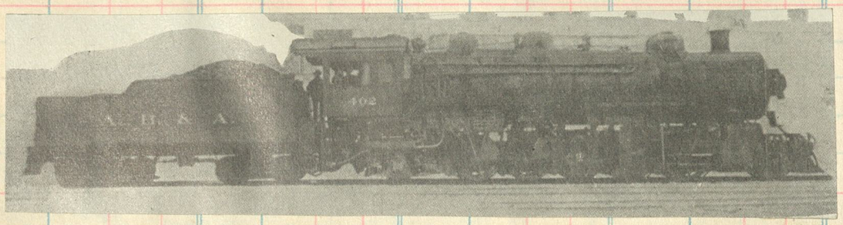
ATLANTA, BIRMINGHAM & ATLANTIC



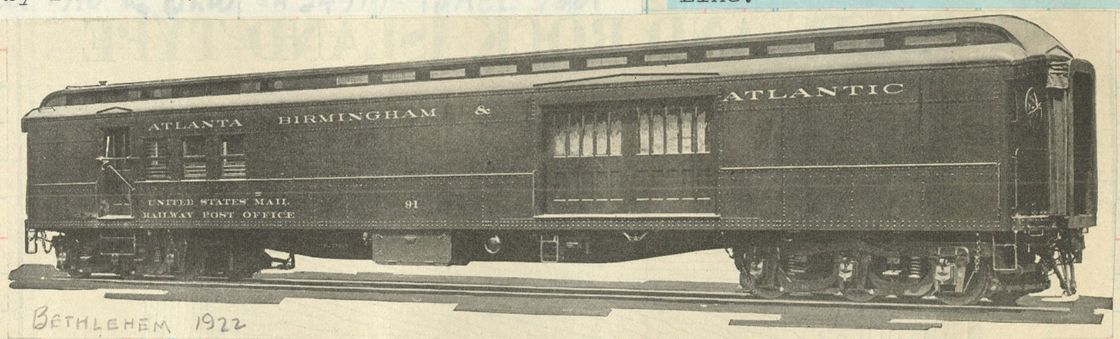
2-8-2, org nos 90,71. Blt by Baldwin c/n 34717 in 1910 to ACL 7301



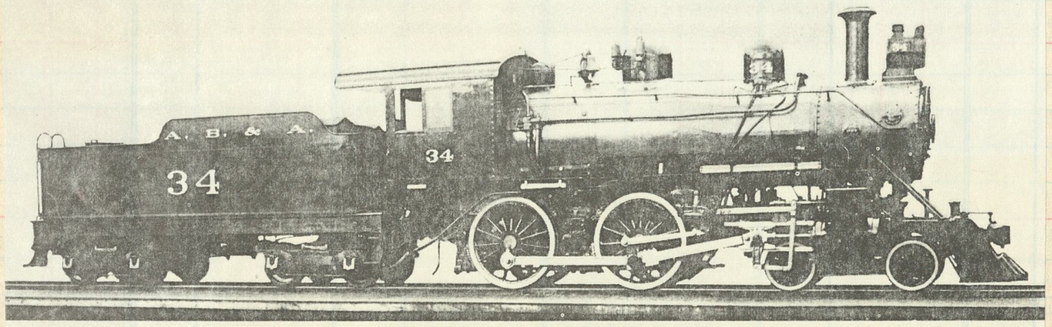
Inc in 1887 as logging road, became common carrier in 1893 as Waycross Air Line. Mergers in 1903 to form Atlantic & Birmingham. In 1916 organized as A.B.& A. Thru default a new company as Atlanta, Birmingham & Coast in 1926 and came under control of the A.C.L. In 1946 became the Western Div. of the Atlantic Coast Line.



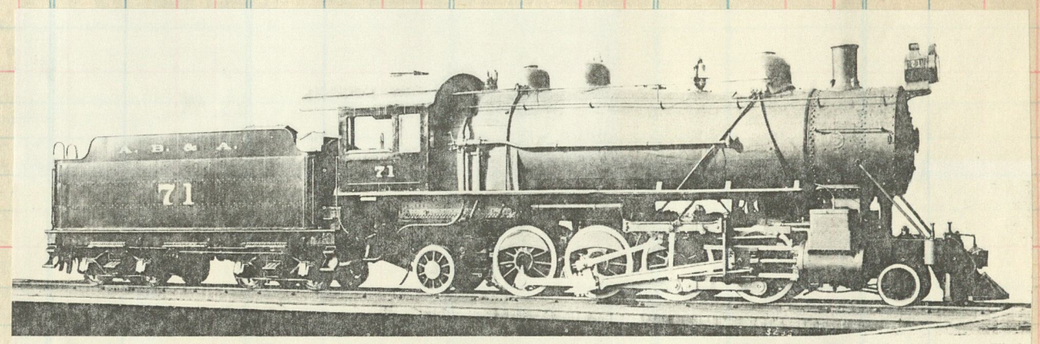
#402, a 2-10-2, blt 1917 by Baldwin [c/n 45709] to AB&C #402, ACL #7402



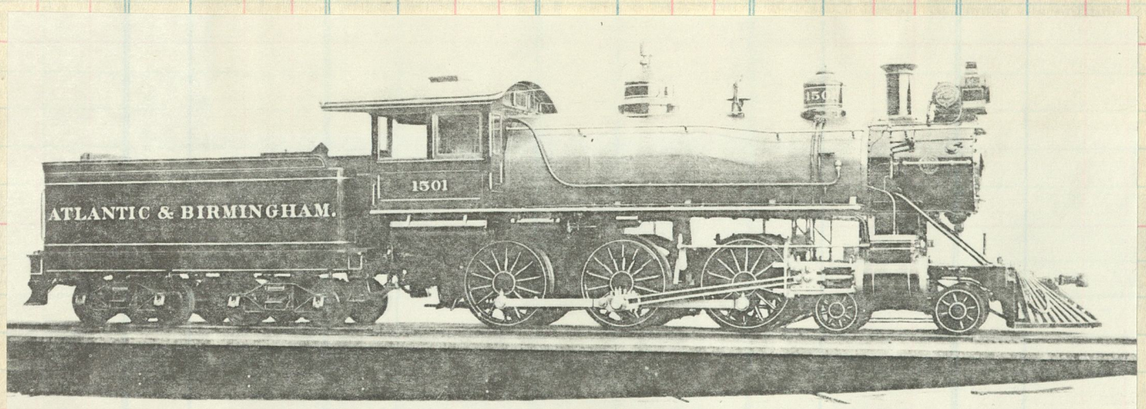
BETHLEHEM 1922



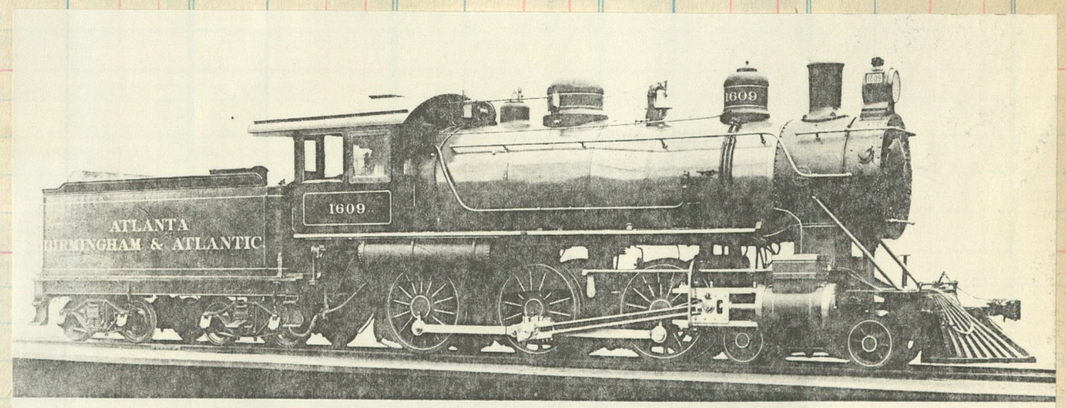
AB&A RR No. 34 4-4-0 from Baldwin in 1910 became Wheeling & Lake Erie RR No. 2310 during first World War. *Baldwin Locomotive Work*



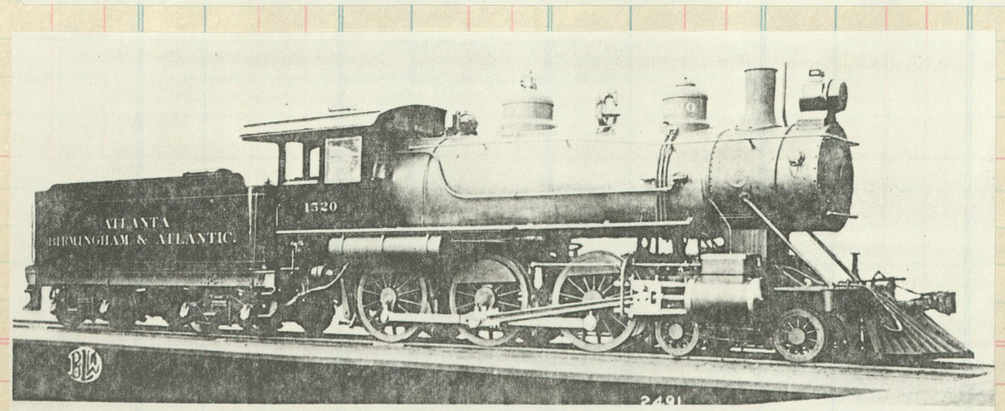
AB&A RR 1st No. 71 2-8-2 by Baldwin was later No. 90 and 301 to ACL RR No. 7301. *Baldwin Locomotive Works*



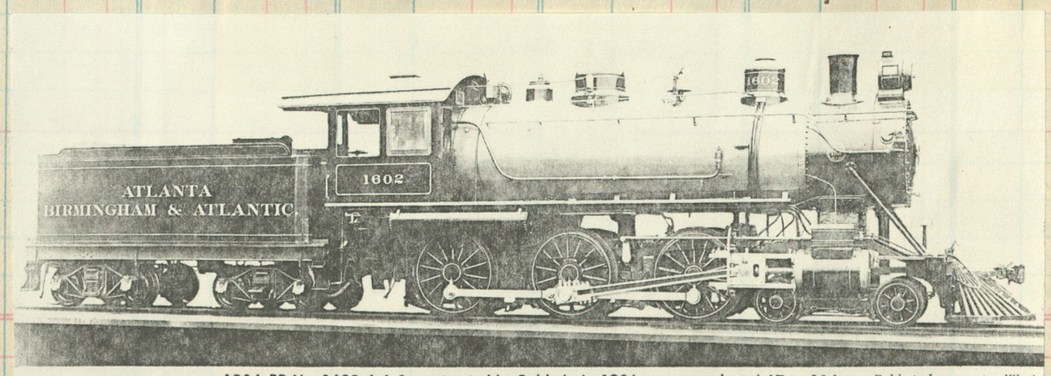
Atlantic & Birmingham Ry No. 1501 4-6-0 as delivered by Baldwin in 1904 to later become AB&A RR No. 1501 to 49 to 40. *Baldwin Locomotive Work*



AB&A RR No. 1609 4-6-0 by Baldwin in 1906 became No. 74 and later rebuilt as No. 109. *Baldwin Locomotive Works*

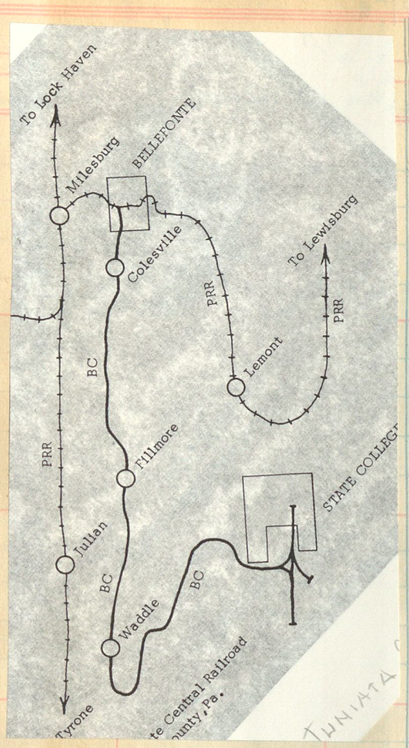


AB&A RR No. 1520 4-6-0 built by Baldwin in 1907 and renumbered 59 to 2nd 69. *Baldwin Locomotive Work*

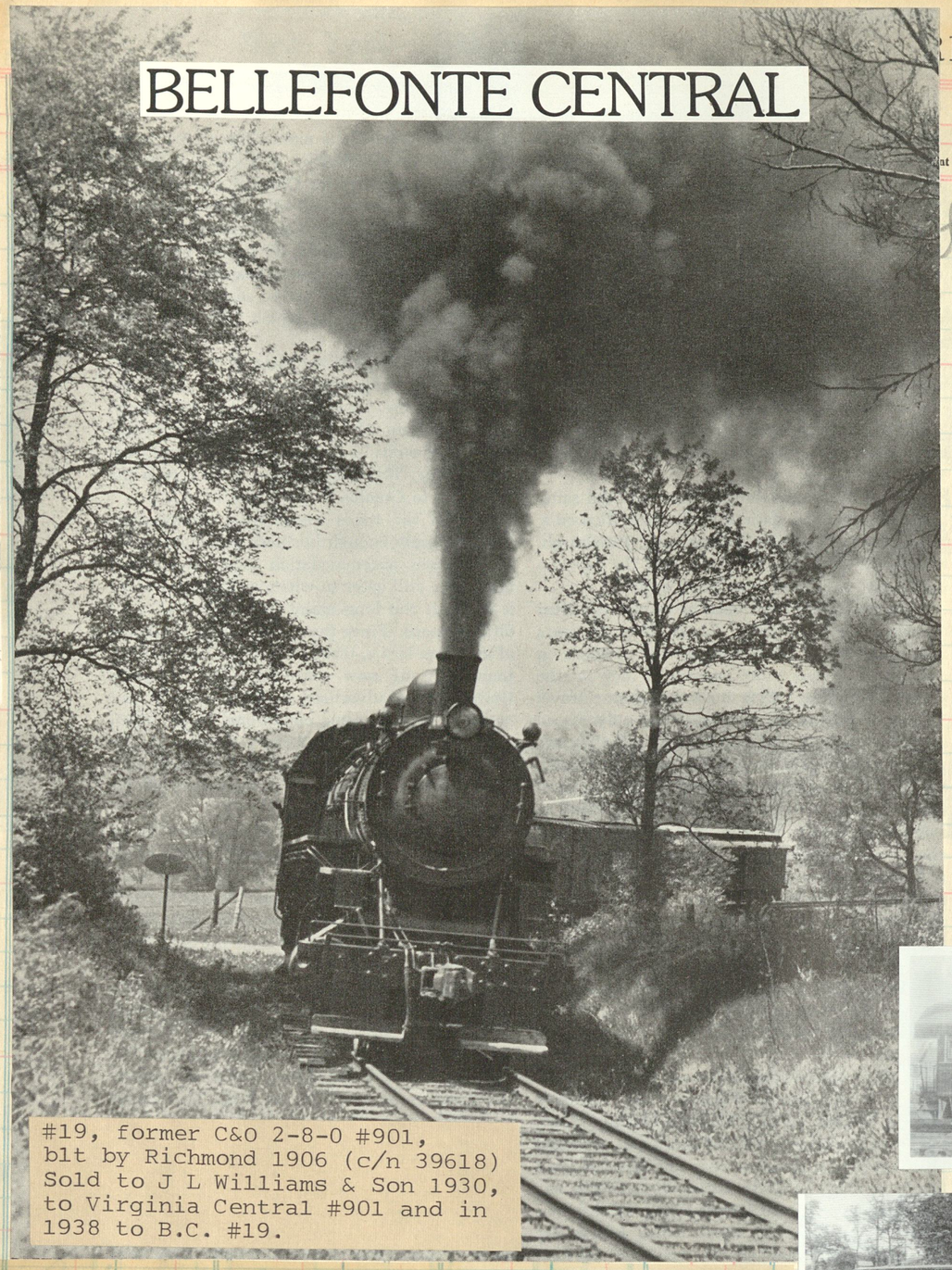


AB&A RR No. 1602 4-6-0 constructed by Baldwin in 1906 was renumbered 67 to 114. *Baldwin Locomotive Works*

140



BELLEFONTE CENTRAL



#19, former C&O 2-8-0 #901, blt by Richmond 1906 (c/n 39618) Sold to J L Williams & Son 1930, to Virginia Central #901 and in 1938 to B.C. #19.

Bellefonte Central Railroad Co.

Reporting Marks—"B F C"

GENERAL OFFICERS

C. B. WAGONER, Chairman of Board, President and General Counsel.....Philadelphia, Pa.
G. E. MCCLELLAN Vice-President, Treasurer & General Manager.....Bellefonte, Pa.
ROBERT S. WALKER, Secretary.....Los Angeles, Cal.
W. J. EMERICK, Assistant Secretary.....Bellefonte, Pa.
E. M. CARTWRIGHT, Assistant Treasurer.....
T. D. GEOGHEGAN, Traf. Mgr., 614 Transp. Bldg., Washington, D.C.

GENERAL OFFICES, BELLEFONTE, PA.

Miles of road operated, 18. Gauge, 4 ft, 8½ in. *Equipment*—Locomotives (coal burning), 4; work 1; total, 1 car.

Freight cars owned are not employed in Commercial Service. 1940

PASSENGER EQUIPMENT.

Comb. Passenger & Baggage (CA) —6..... 1

BELLEFONTE CENTRAL RAILROAD CO

H. D. BRIGSTOCKE, President, Bellefonte, Pa.
C. S. WESLEY, Vice-President and General Counsel, Philadelphia, Pa.
ROBERT S. WALKER, Secretary, Bellefonte, Pa.
J. O TALBOTT, Treasurer, "
G. E. McCLELLAN, Assistant Treasurer, "
ROBT. M. GEHRET, Assistant Secretary, "
J. O. TALBOTT, General Manager "
T. D. GEOGHEGAN, Traffic Manager, Washington, D.C.

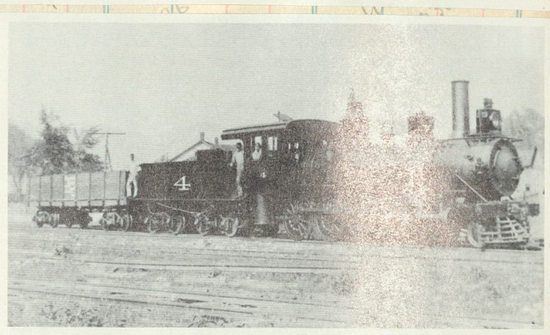
No. 5	Ms	*February*, 1933.	No. 6
		LEAVE / ARRIVE	
11 30 A M	0	**Bellefonte**[1]	3 45 P M
11 40 "	1	Coleville	3 20 "
11 55 A M	5	Hunters Park	3 05 "
12 00 Noon	7	Fillmore	3 00 "
12 10 P M	10	Waddle	2 45 "
12 30 "	16	Krumrine	2 25 "
1 00 P M	18	arr. **State College** lvc.	†2 15 P M
	20	Potato Lodge	
	23	Fairbrook	
	25	Musser	
	26	Pennsylvania Furnace	
	30	Marengo	
	32	Furnace Road	
	33	Dungarvin	
	36	Warriors Mark	
	39	Eyer	
	43	**Tyrone**[2]	

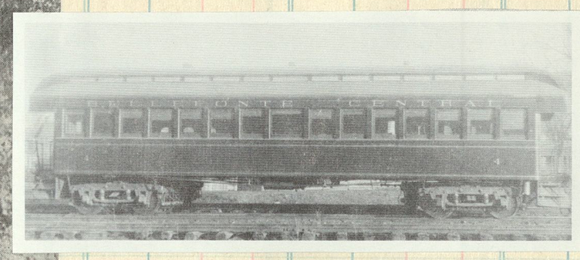
Freight Service temporarily suspended. (No. 5) / **Freight Service temporarily suspended.** (No. 6)

† Daily, except Sunday.
STANDARD—*Eastern time.*
Connections.—[1] and [2] With Pennsylvania R.R.

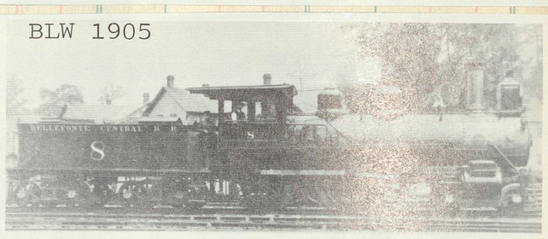
Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

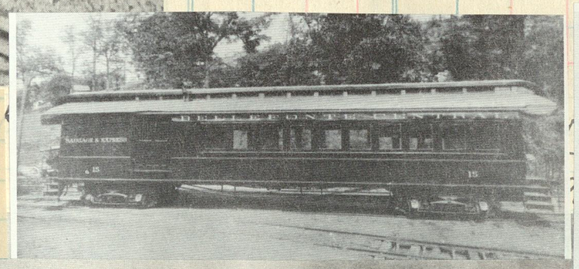
BLW 1892



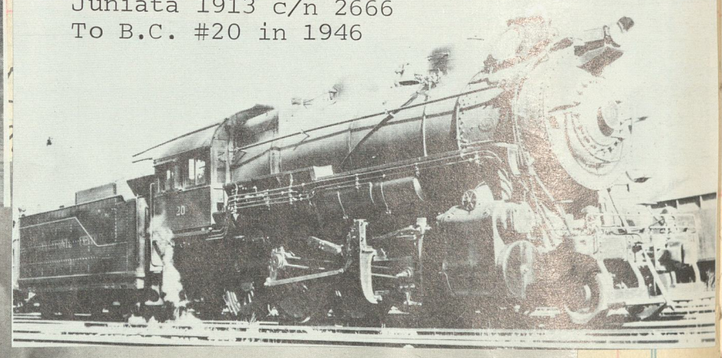


BLW 1905





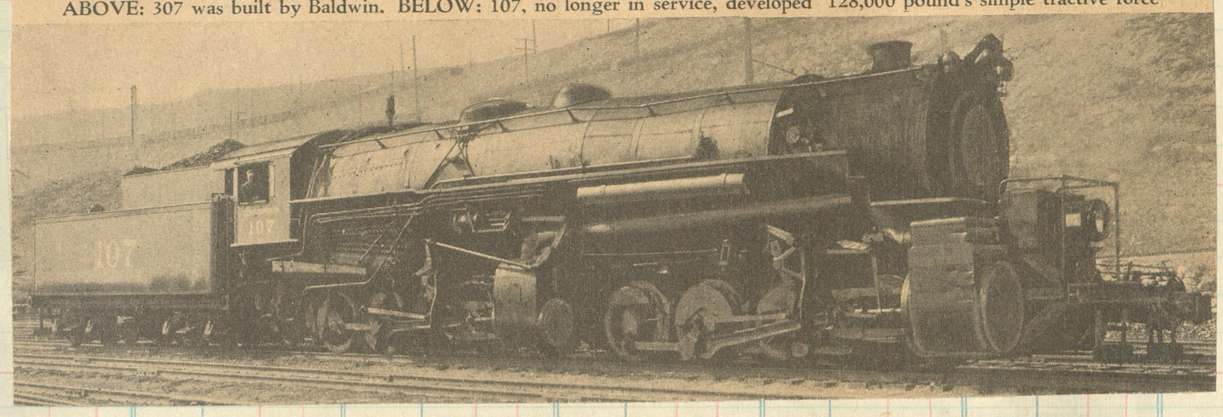
Ex PRR 2-8-0 #3485
Juniata 1913 c/n 2666
To B.C. #20 in 1946



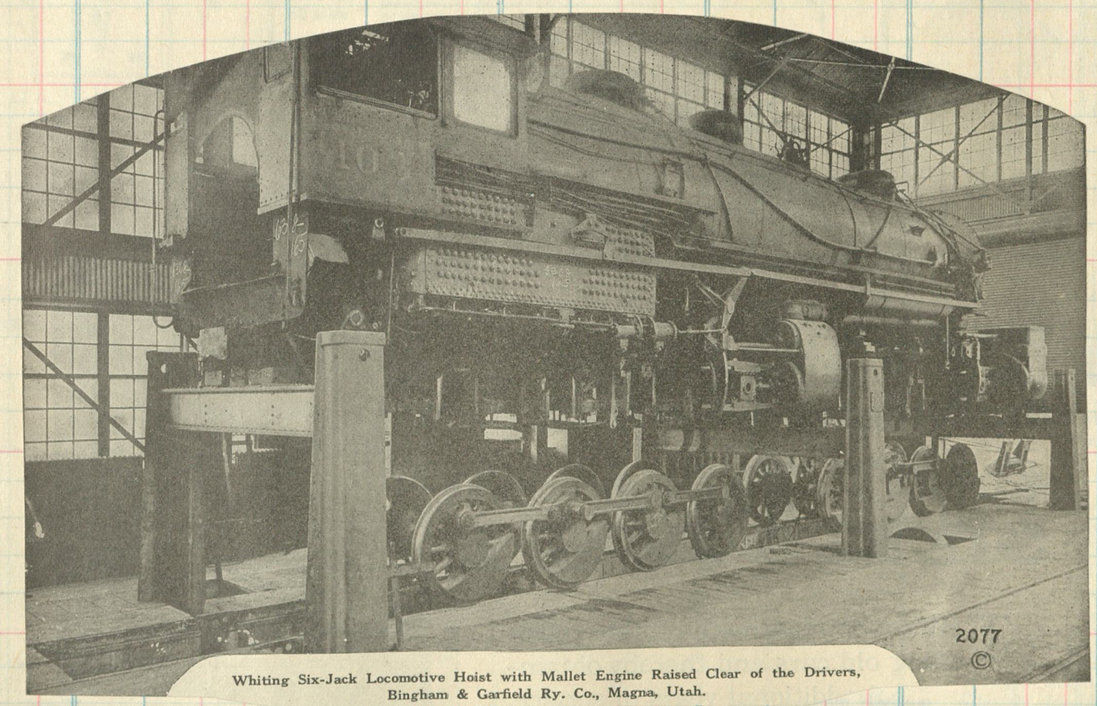
Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

Baldwin 1913
c/n 40619

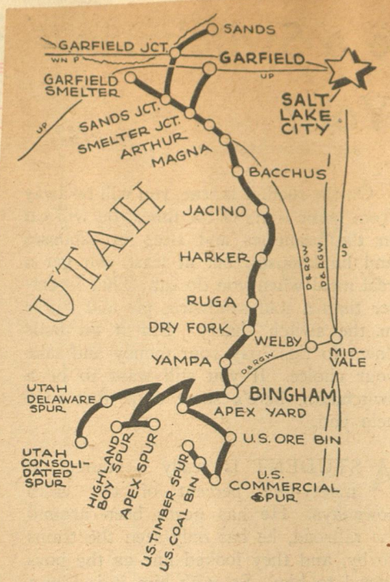
ABOVE: 307 was built by Baldwin. BELOW: 107, no longer in service, developed 128,000 pound's simple tractive force



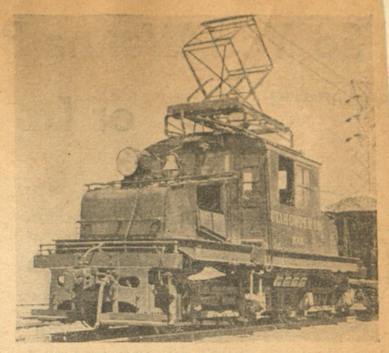
Built by Schenectady
1922 c/n 63456 as
Boston & Maine #801
Sold to B&G in 1929
and noed 107



Whiting Six-Jack Locomotive Hoist with Mallet Engine Raised Clear of the Drivers, Bingham & Garfield Ry. Co., Magna, Utah.



BINGHAM & GARFIELD is a 20-mile ore line, linking its two named terminals with nearly 82 miles of industrial mine and industrial tracks, including those leased to the Utah Copper Co., which controls its capital stock. The road operates as a common carrier; has no passenger service



Locomotives of the Bingham & Garfield

Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder
			2–8–0 (Consolidation)			
200	21x30	51	190	197,000	41,900	American
			0–6–0 (Switcher)			
306, 307	22x26	51	180	172,500	37,752	Baldwin 1913
308, 309	22x26	51	185	175,800	38,800	Baldwin 1917
			0–8–0 (Switcher)			
500	25x28	51	200	226,800	53,958	.....
			B + B (Electric)			
737–741	.....	46	750 Volt	185,380	55,000	General Electric
			B + B (Diesel-Electric)			
800	.....	40	1000 H.P.	228,300	68,500	American
801–803	.....	40	1000 H.P.	234,400	70,500	Baldwin
900	.....	40	1500 H.P.	267,300	80,200	General Electric

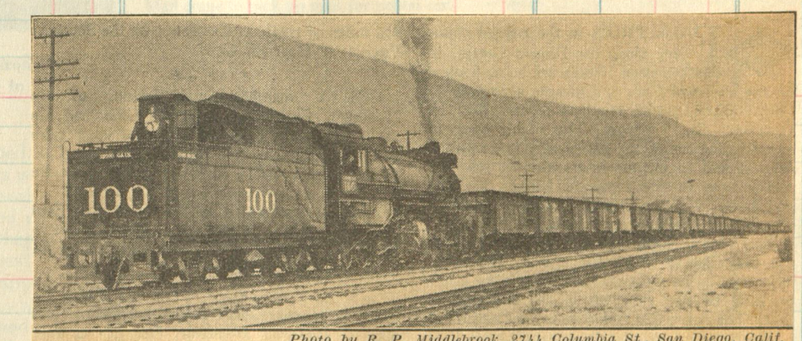
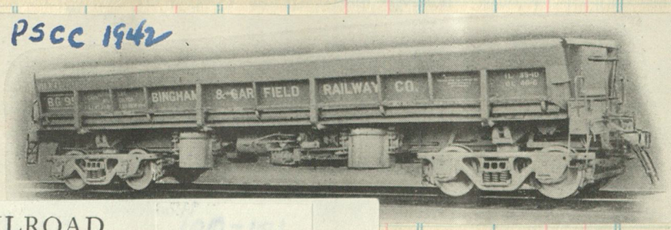
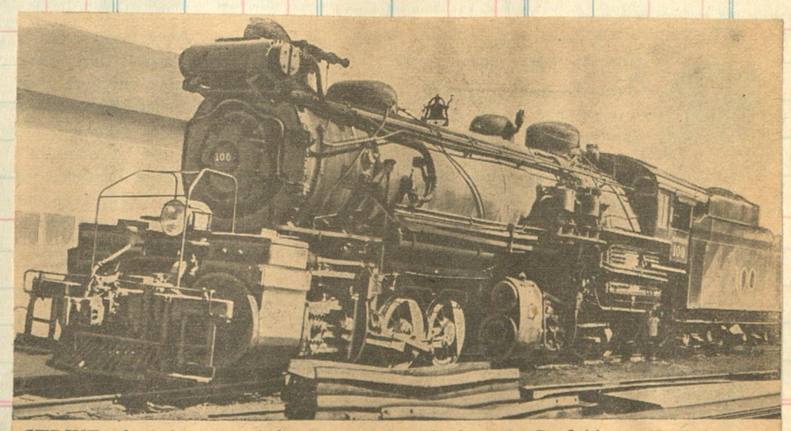


Photo by R. P. Middlebrook, 2744 Columbia St., San Diego, Calif.

Big 0-8-0 Mallet of Utah Copper Co. with Tonnage Train, Photographed between Garfield and Bingham, Utah. These Engines Are Operated Backward Uphill, Probably Due to Smoke in Tunnels, Water Conditions or Lack of Turning Facilities at One or Both Ends of the Road

PSCC 1942

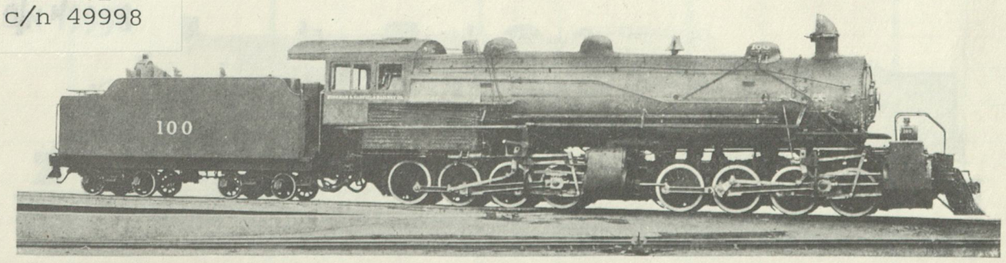




STRIKE of engineers and firemen on the Bingham & Garfield, a 20-mile copper road in Utah, led recently to intervention by Secretary of War. B&G engine 100, pictured here, is no longer in use

Schen 1911
100-101
c/n 49998

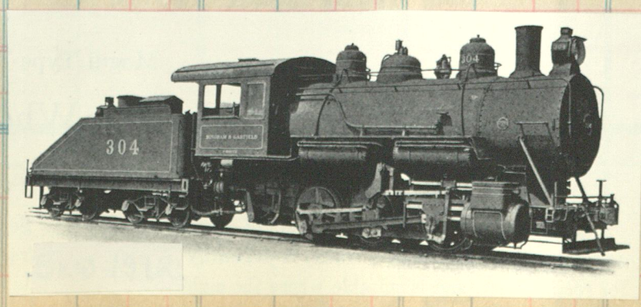
BINGHAM AND GARFIELD RAILROAD



MALLET FREIGHT LOCOMOTIVE

1 Locomotive like the above is being fired by a Duplex Stoker

Cylinders	26 and 41 x 28 in.	Grate area	100 sq. ft.
Driving wheels, diameter	51 in.	Wheel base, driving	14 ft.—9 in. and 14 ft.—9 in.
Steam pressure	220 lbs..	" " engine	40 ft.—2 in.
Boiler diameter	90 in.	" " " and tender	74 ft.—5¼ in.
Tubes, length	24 ft.	Weight, driving	457,000 lbs.
" number	42—5½ in.	" engine	457,000 lbs.
" "	270—2¼ in.	" tender	168,300 lbs.
Heating surface, tubes	5,245 sq. ft.	Tender capacity, water	9,000 gals.
" " fire box	352.4 sq. ft.	" " coal	15 tons
" " total	5,597.4 sq. ft.	Maximum tractive power	105,500 lbs.
" " superheater	1,106 sq. ft.	Factor of adhesion	4.23
Fire box	126⅛ x 114 in.		

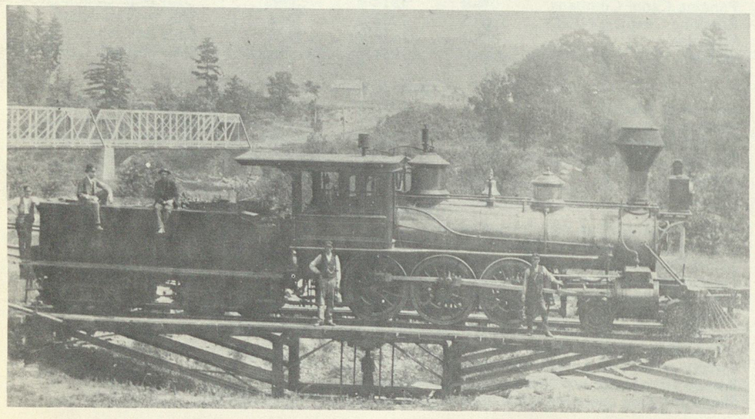


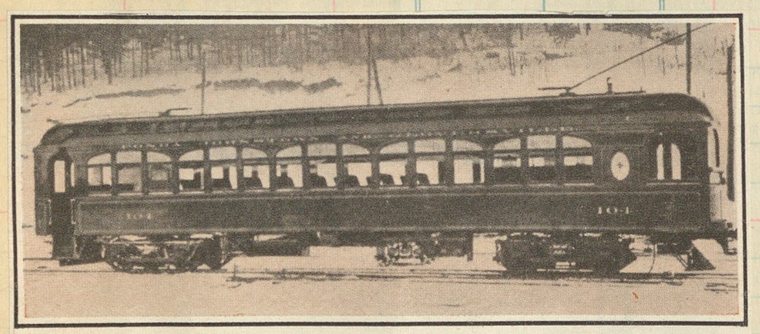
302-305
c/n 37670
Baldwin 1912

Fonda, Johnstown & Gloversville

A winter struggle near Northville, N.Y. has two FJ&G steamers pushing a plow through snow that in spots was ten feet deep. The FJ&G ran its first train over the line on November 29, 1870 with the locomotive *Pioneer* (what else!) doing the honors. By 1871 the road owned four engines, ten freight cars and three pieces of passenger equipment.

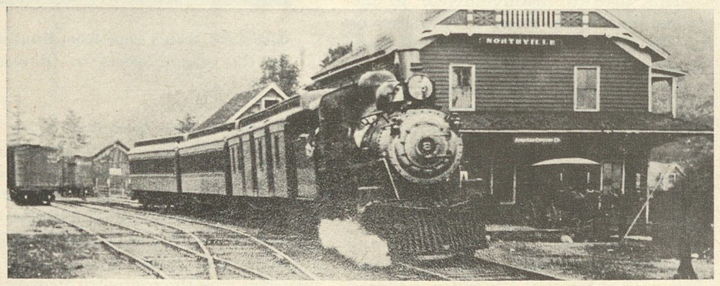
Fonda, Johnstown & Gloversville No. 6 poses on an ancient wooden turntable, one of two 4-6-0's acquired during the 1880's. The photo was probably taken at Northville, N.Y. in 1889. The company was incorporated on January 17, 1867 and opened for business on December 1, 1870. Through acquisition of both competing and connecting steam and electric roads, the FJ&G built a mini-rail empire consisting at its peak of over 100 miles of track. In 1930 the company was operating five steam locomotives, one electric loco, 37 pieces of steam road equipment, 47 trolleys, 33 other electric cars and ten motor buses.



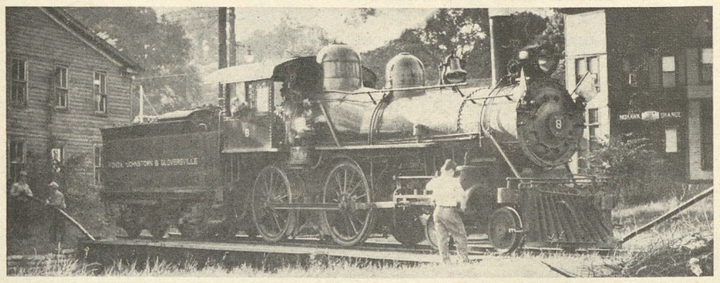


ST. LOUIS CAR COMPANY built the 100-107 series of arch-windowed big interurbans in 1903-04.

the Johnstown carbarn from the left, Adirondack Lakes Traction No. 3, FJ&G No. 31 as the Johnstown local, and one of the big St. Louis-built interurbans in high-speed "limited" service. About this time the FJ&G operated 42 miles of line under steam and over 80 miles of road by electricity. A portion between Johnstown and Gloversville featured three competing lines, all owned by the FJ&G!

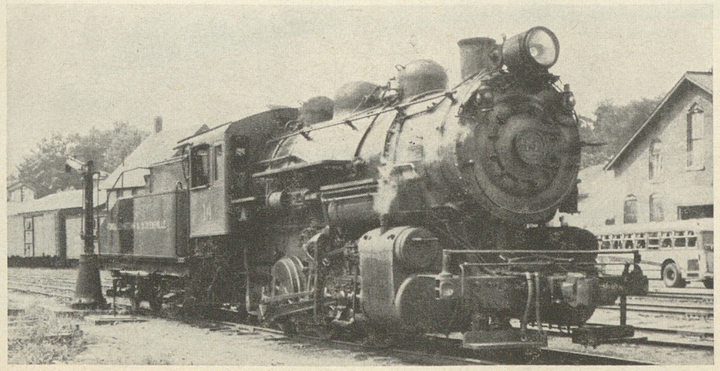


NO. 8 in calmer scene at Northville, end of line that was flooded in the 1920's.



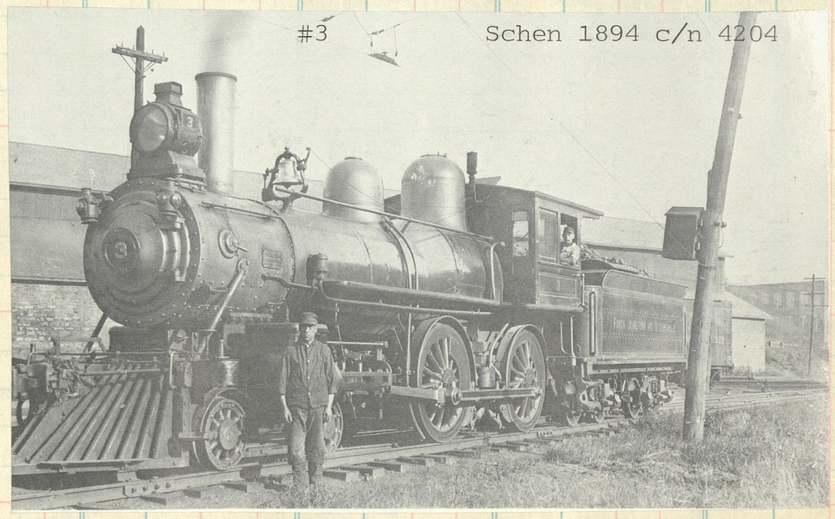
John Prikitt.

ON a summer evening in 1946 No. 8 eases off armstrong turntable located in Fonda.

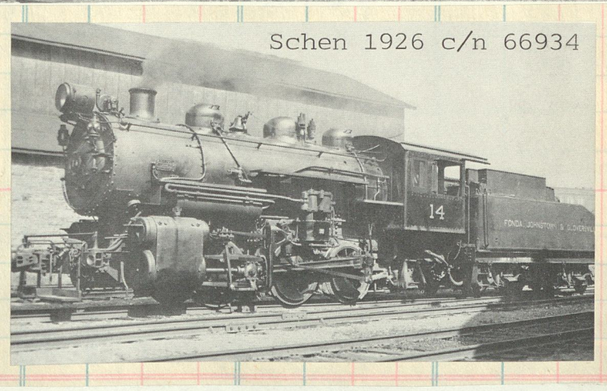


John Prikitt.

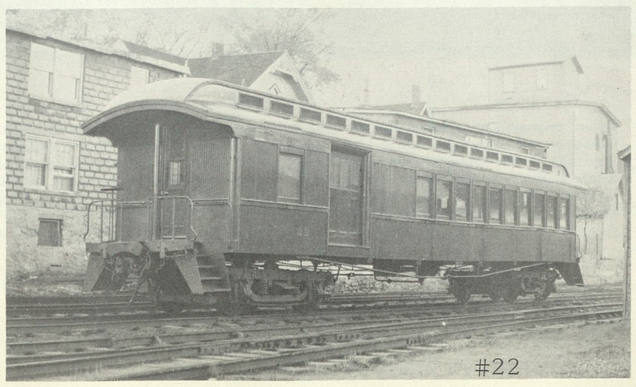
NEWEST and last FJ&G steam power was modern 0-6-0 No. 14, turned out by Schenectady in 1926. Held for a while as standby power, she was finally junked in 1956.



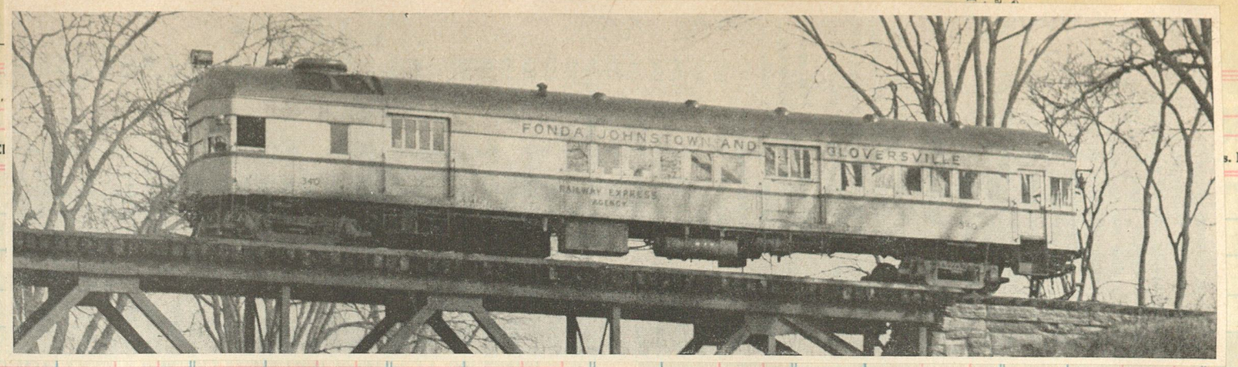
#3 Schen 1894 c/n 4204

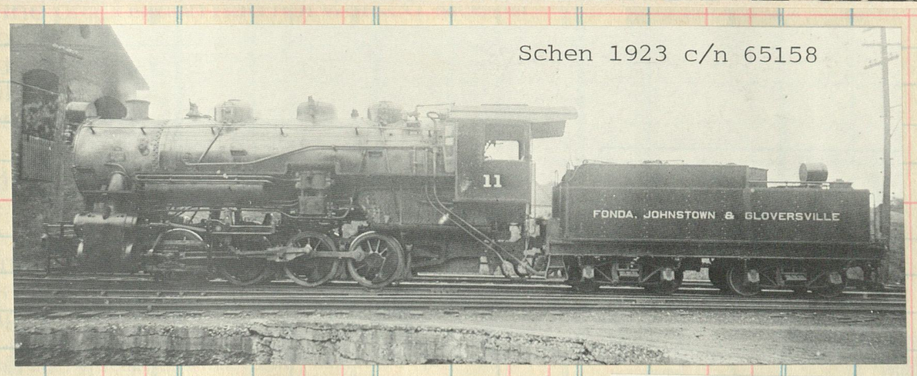


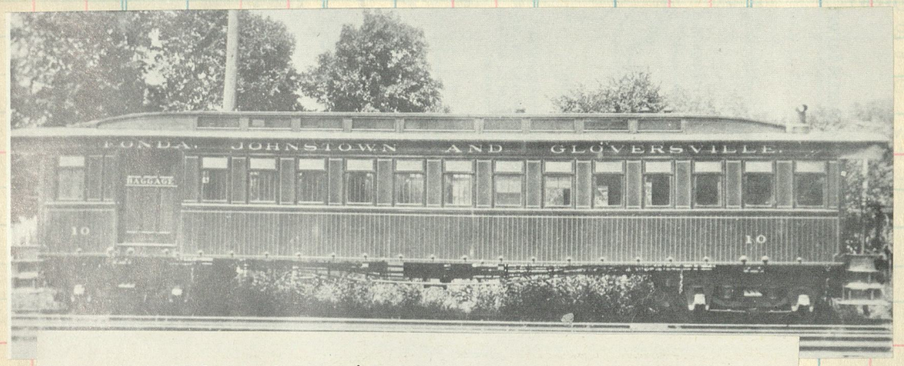
Schen 1926 c/n 66934



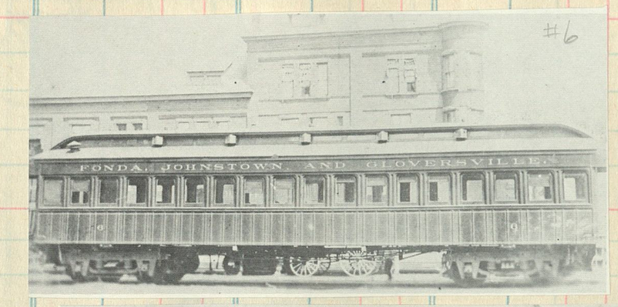
#22



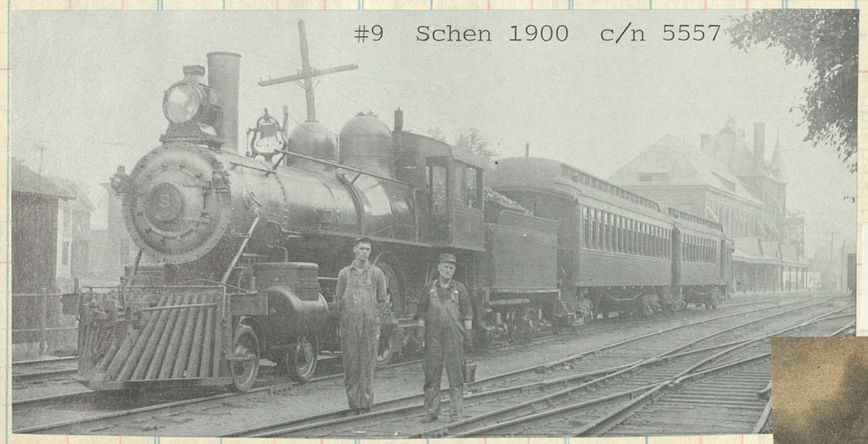


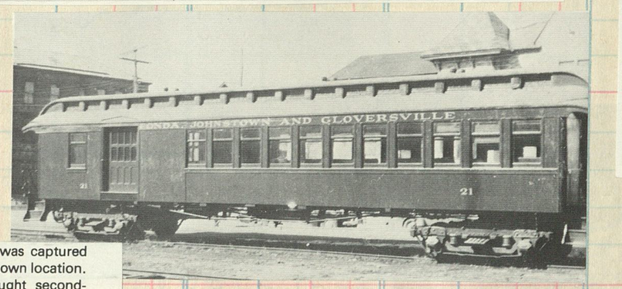


Combo #10, a beautiful example of the early car builders art, purchased from B&O in 1884

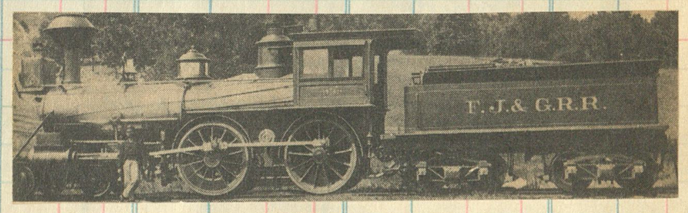


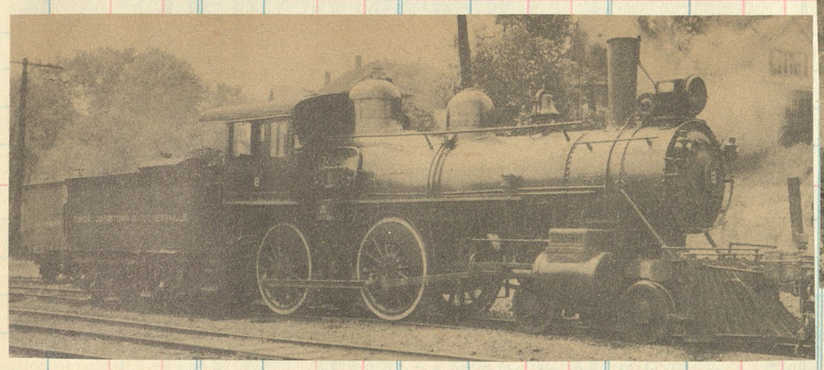
The last train out of Sacandaga Park 3/16/30

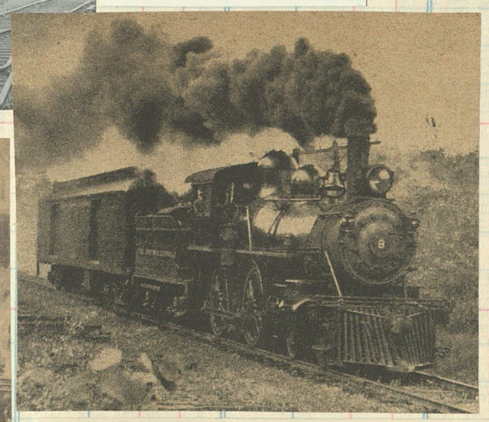


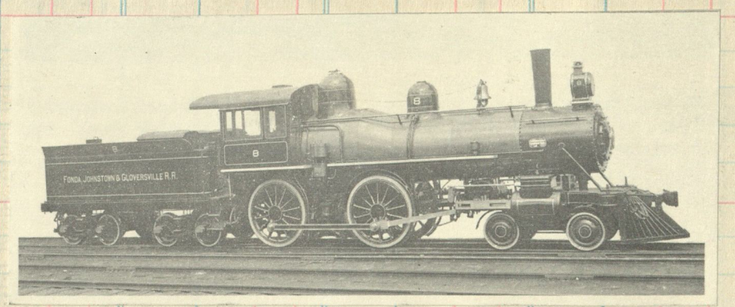


Combine No. 21 was captured on film at an unknown location. The car was bought second-hand from the Delaware, Lackawanna & Western in 1916 and was used until 1960.



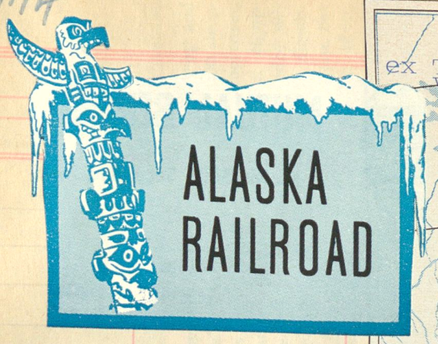


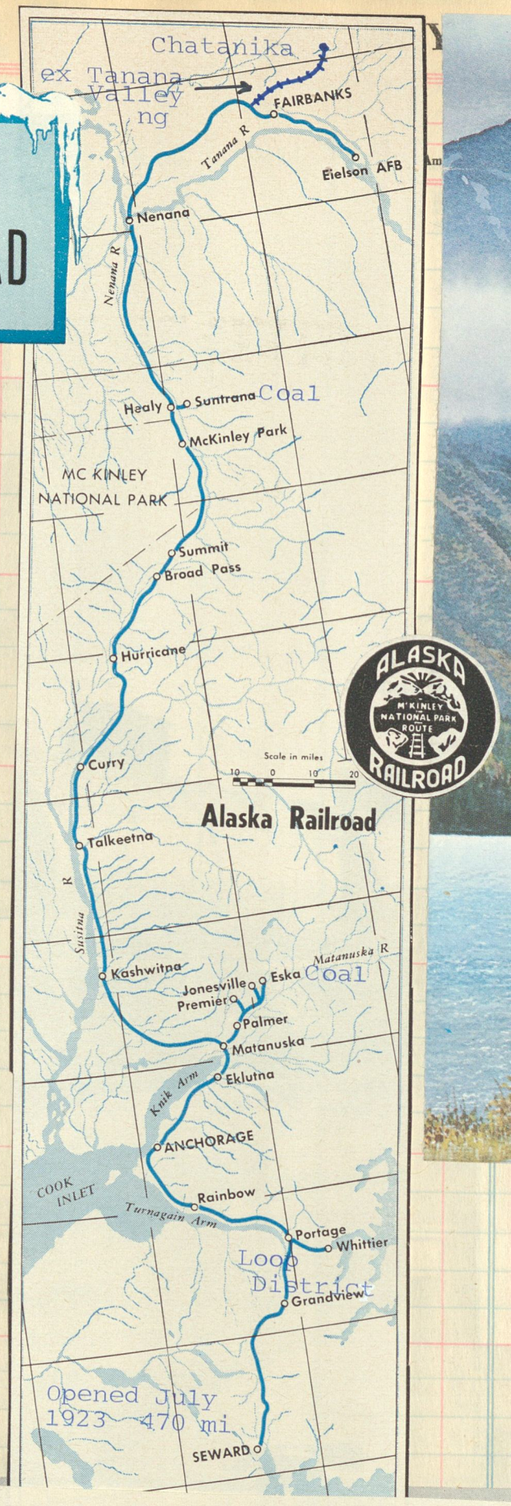




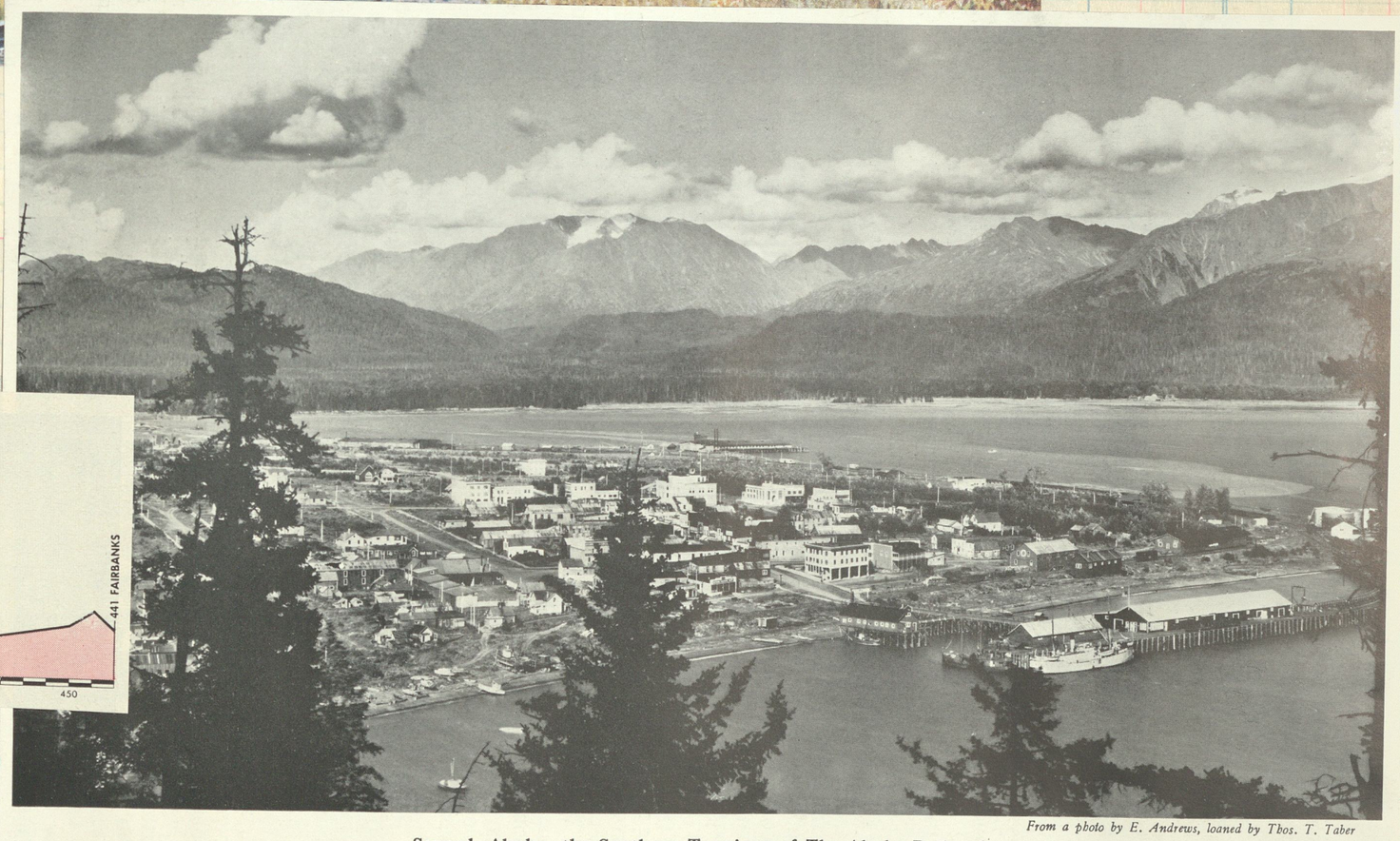
Except for an electric headlight #8, built by Schenectady in 1901 c/n 6064, appears almost the same as the day she was constructed.

144



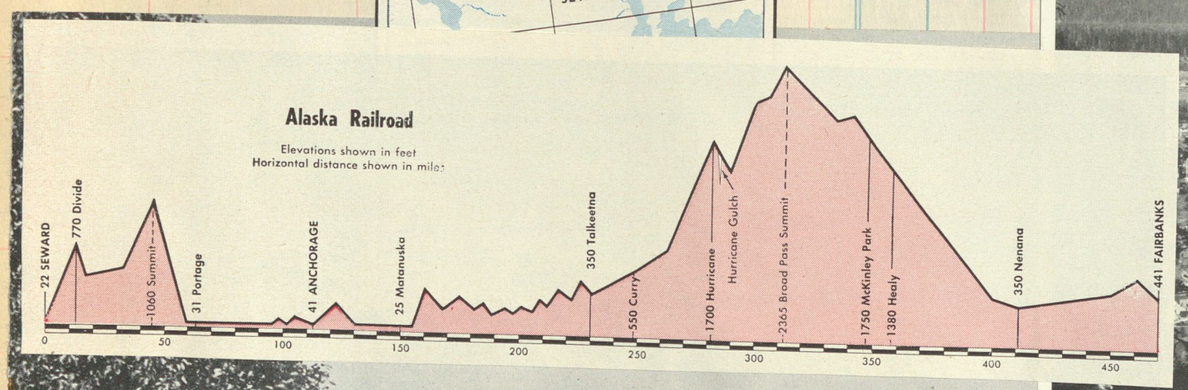


The Alaska Railroad



From a photo by E. Andrews, loaned by Thos. T. Taber

Seward, Alaska, the Southern Terminus of The Alaska Railroad



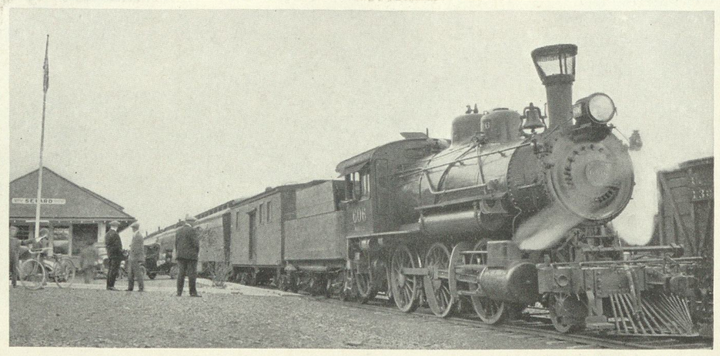


Photo by Thos. T. Taber

A Passenger Train from Fairbanks Arriving at Seward

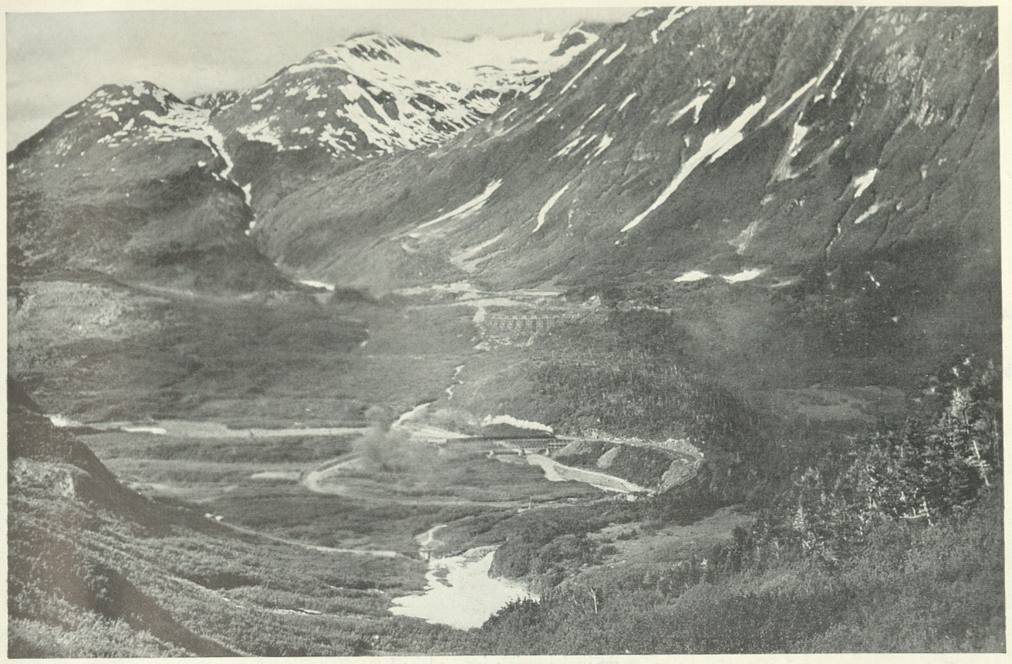
Collection of John W. Klingbeil, III

Local passenger train known as the "Sourdough" stops at King River, Alaska in February, 1917. The private, bankrupt Alaska Northern was purchased by the Federal government in 1915 for about $16,000 per mile.

606

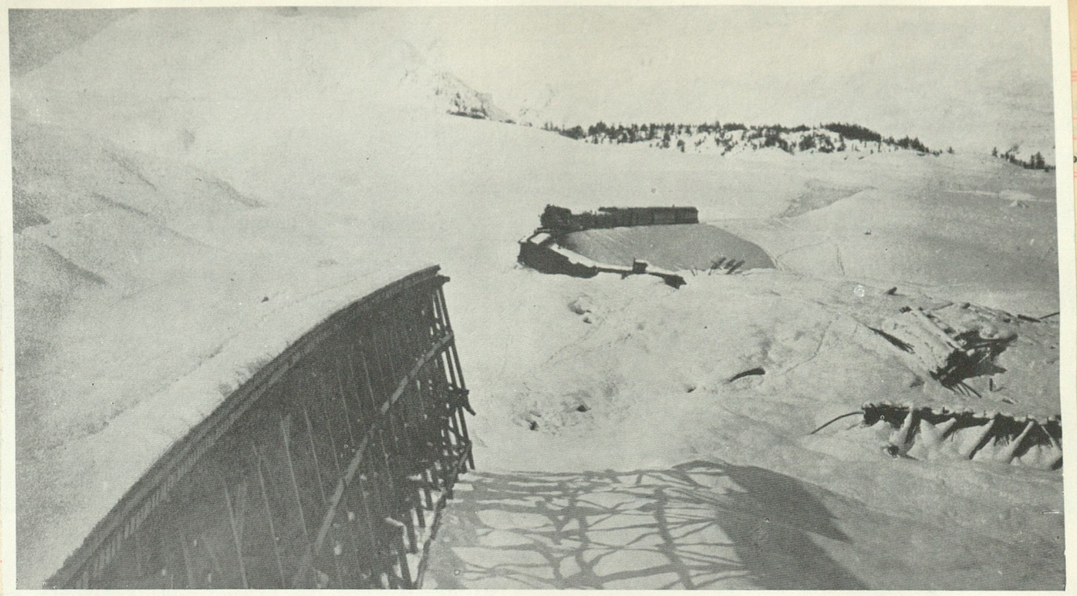
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Clos. No. | Sold | Amount

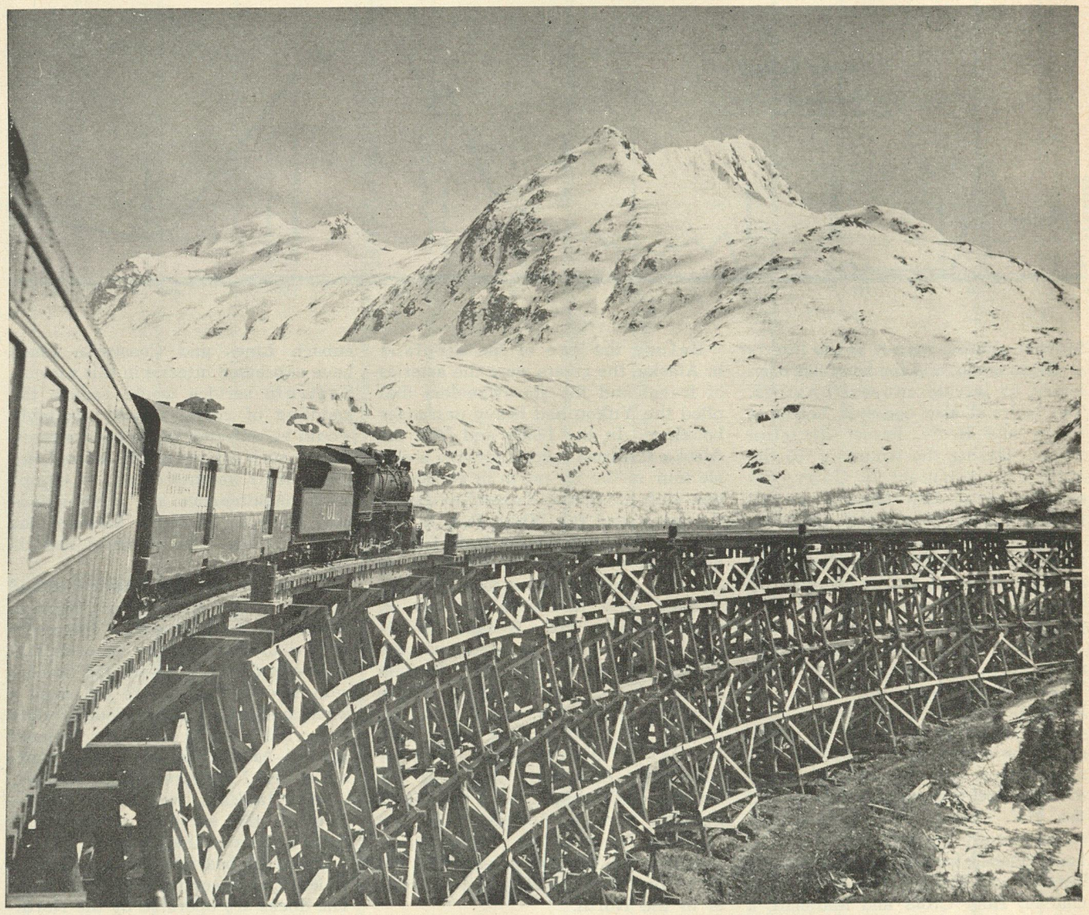


The Famous "Loop" on The Alaska Railroad

In the Loop District, Showing the Mouth of a Joint Snowshed and Tunnel

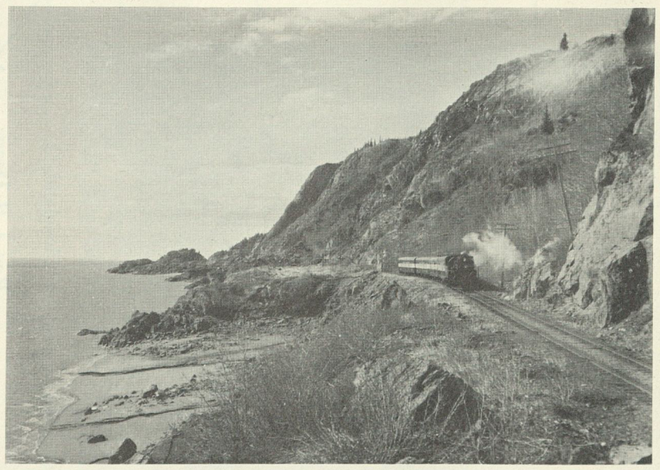


WHITE FURY. Avalanche of snow carried away Bridge 49-3 and part of a train on Alaska Railroad's "loop district" line between Seward and Anchorage in April, 1921. (University of Alaska Museum Photo)

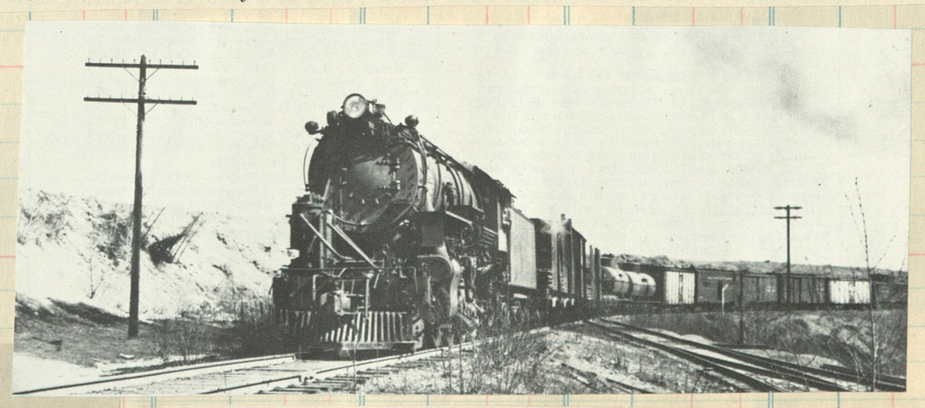


NO. 2 COASTS carefully out over Hillside Trestle in 1951. The trestle and a loop were eliminated in 1952.

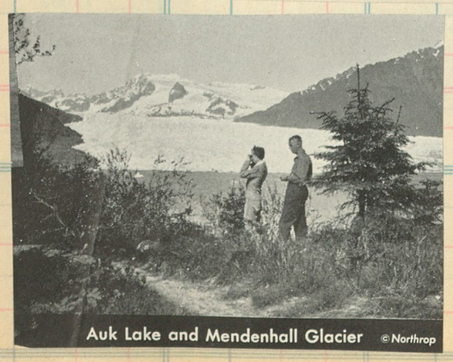
Photograph from Wide World Photos
Car Being Loaded on Freighter at Seattle for Use on the New Alaskan Railway



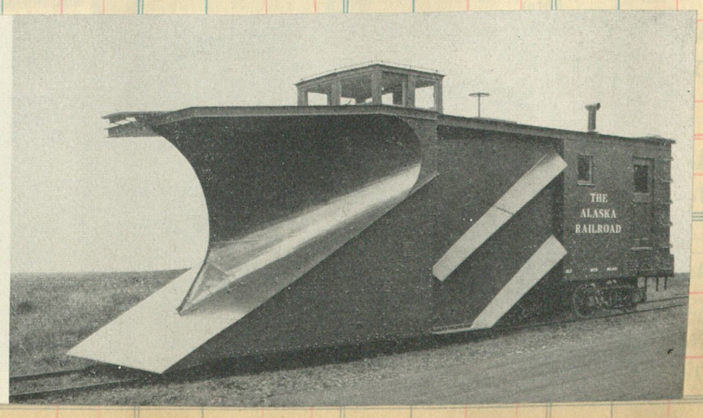
The Alaska Railroad Passenger Train Eng. No. 562 on Turnagin Arm, May 13, 1949. Named

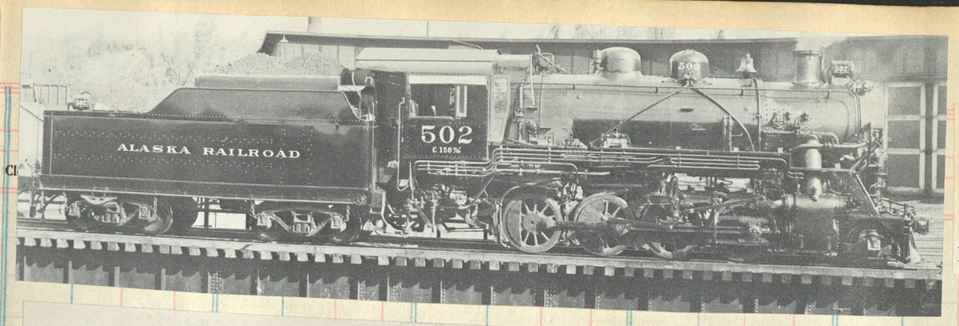


2-8-0 #553 rolls tonnage into Anchorage

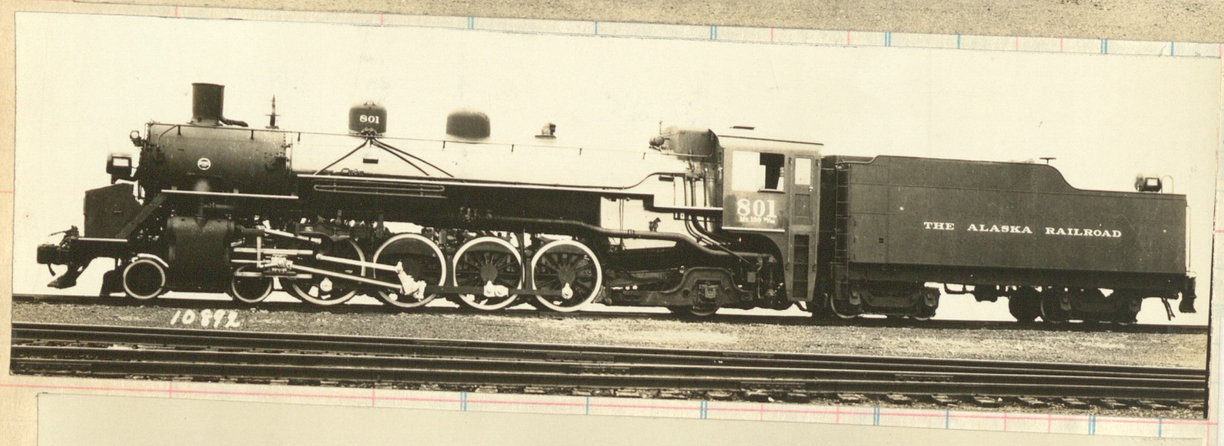


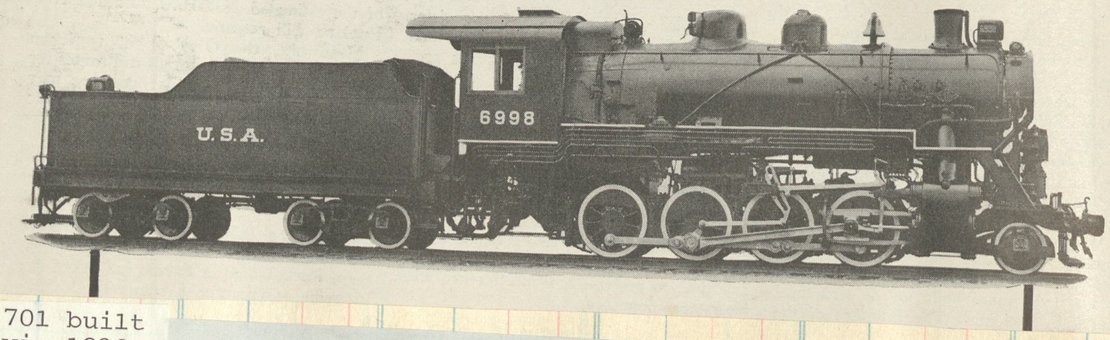
Alaska all-steel snow plow for single-track operation. Builder, Russell Snow Plow Company.





The 502 (ex USA 69 and 6998, to ARR 5 blt by Lima 1942 f service on ARR. Bo sold 1958 to F.C.de Langero in Spain

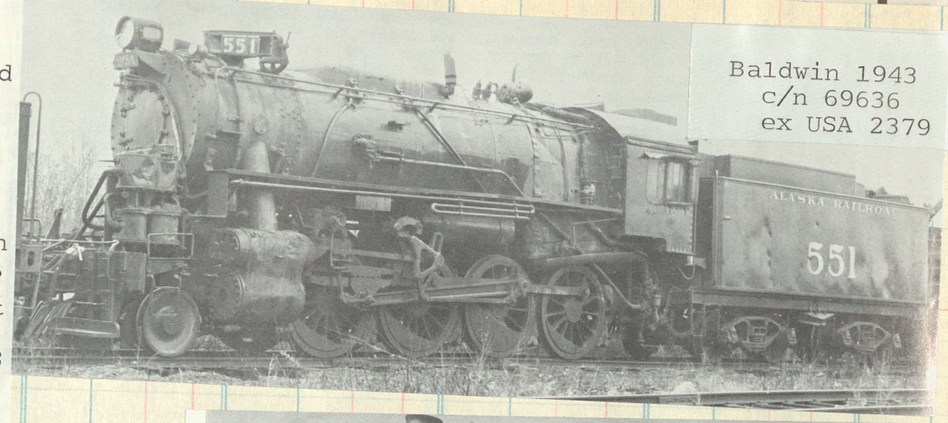




Mikado 701 built by Baldwin 1926, c/n 59605. Three blt- 701-703.Sold 1958 to F.C.de Langero in Spain

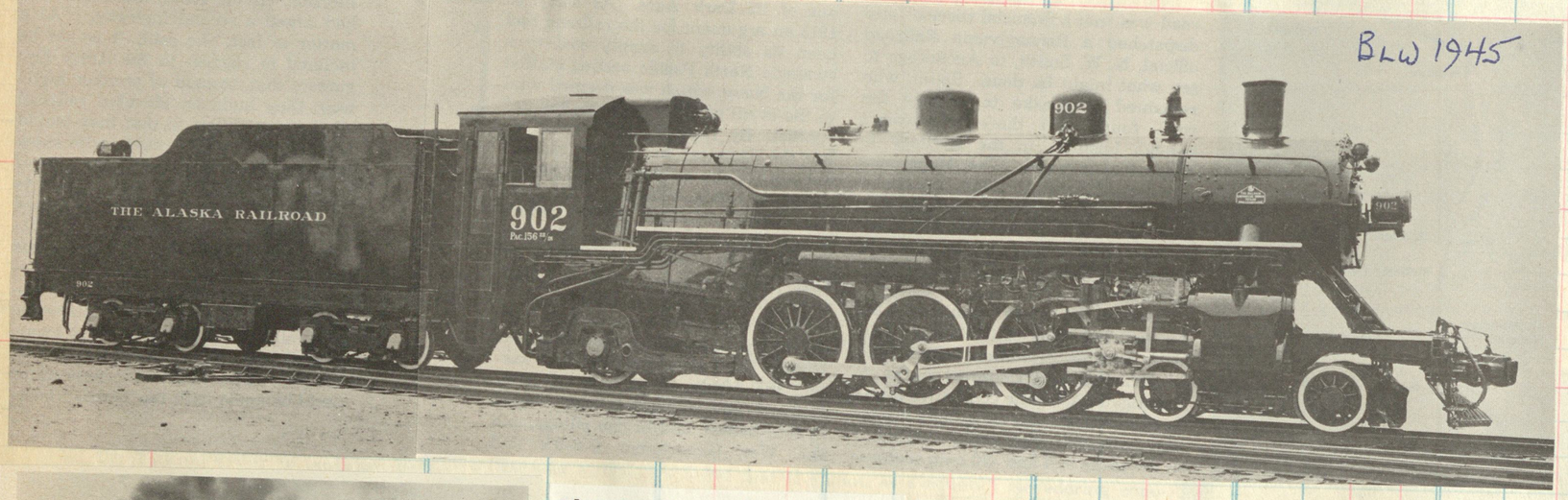
4-8-2 #801 built by Baldwin 1932. c/n 61736 Wrecked 1942 and again 1951 Never reblt.

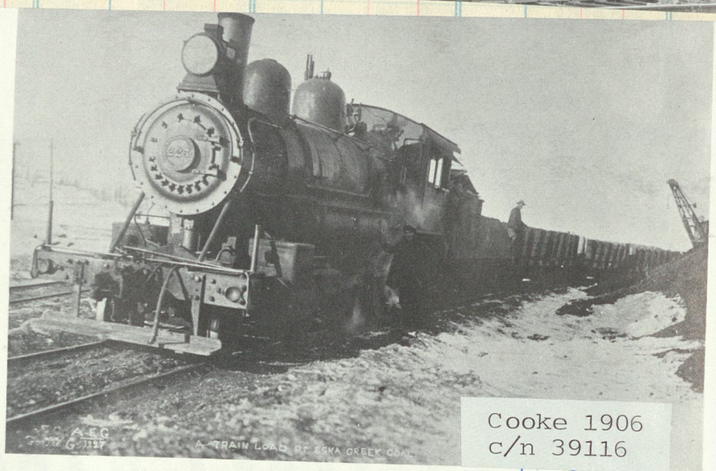
Pacific 901 built by Baldwin 1940, c/n 62515.In 1958 sold to F.C. de Langero in Spain.



Baldwin 1943
c/n 69636
ex USA 2379

BLW 1945





Cooke 1906
c/n 39116

Collection of John W. Klingbeil, III

A trainload of Eska Creek coal is handled by spunky 2-6-0 No. 225. This short line, built in the late 1920's, diverged from the Palmer Branch and had a coal mine owned by the Alaska Railroad which produced as much as 70,000 tons a year during World War II.

Steve McCutcheon.

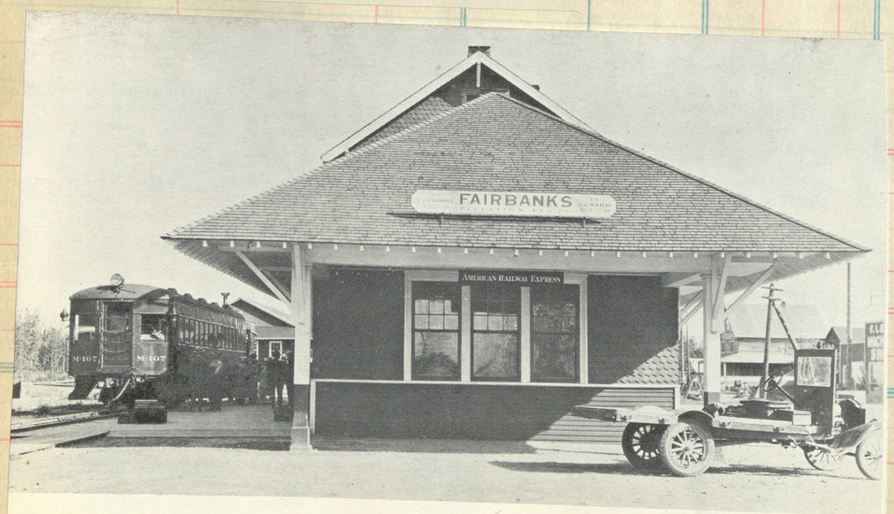
PANAMA 2-6-0 pauses at Palmer in search of local patrons.

The last engine built for the Alaska was this Pacific delivered by Baldwin in 1945,c/n 70336. Cyls 22x28 dvs 63" TF 43,100 tender 14 T 10,000 gals

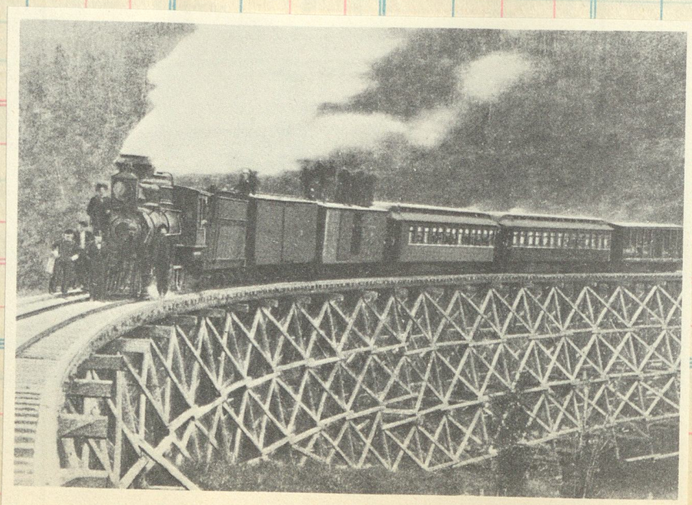
Tanana Valley #152, a n.g. 10 wheeler blt by Baldwin 1920 c/n 53296 for the U.S.Gov't. Retired 1932. Used on the W.P.&Y. Now on the C.C.& N. in Calif.

H. K. Vollrath Collection

Alaska 701, a Baldwin Mikado, smokes through Eklutna, Alaska back in 1946. This scene is on the Anchorage-Healy subdivision 27 miles north of Anchorage.



A classic small-town railroad depot served Fairbanks on the Alaska Railroad during the 1920's. Seen loading in front of the depot is Brill Model 75 combine M-107. This car survived into the post-World War II era after being converted into an all-coach trailer.

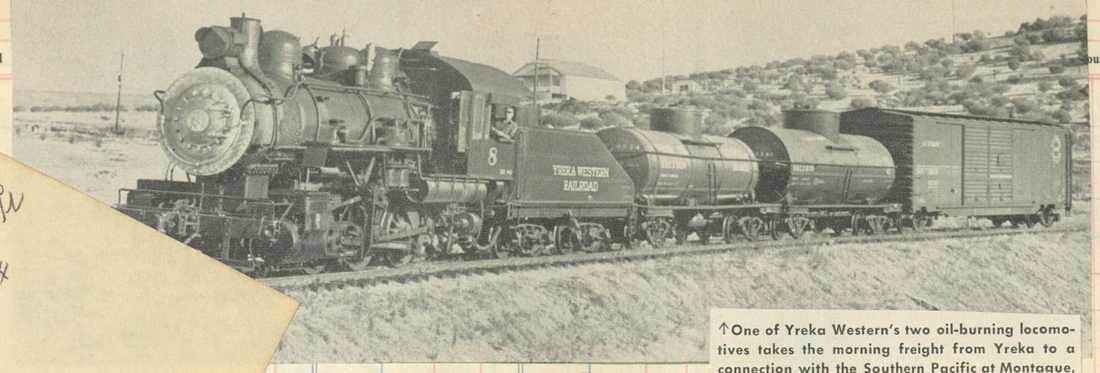


Tanana Valley R.R., in Alaska, 1907. A narrow gauge railroad.

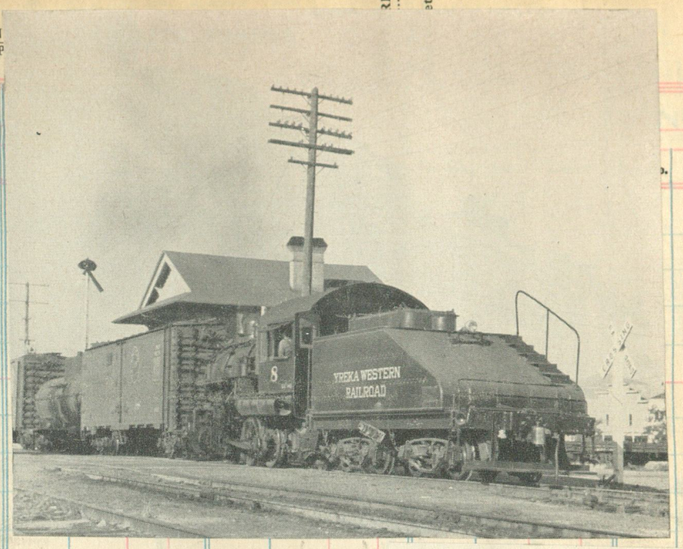
W. L. T., Braddock, N. Dak.—The Yreka RR., now called the Yreka Western RR., has 8 miles of track, 1 oil-locomotive and no cars. The line operates a motorcoach between Yreka and Montague, Calif., where it connects with the Southern Pacific S[illegible] been in receivership since 1935.

YREKA WESTERN
1- Bald 9648 - 1889
7- Brooks 54563 - 1914
2- Bald 43670 - 1916
9- Bald 18596 - 1901

YREKA WESTERN RAILROAD COMPANY.

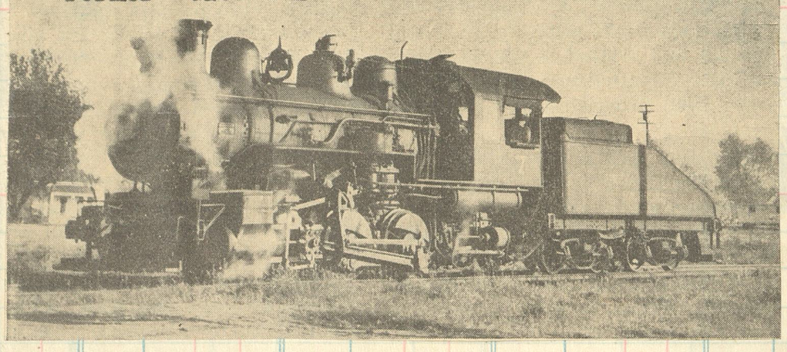


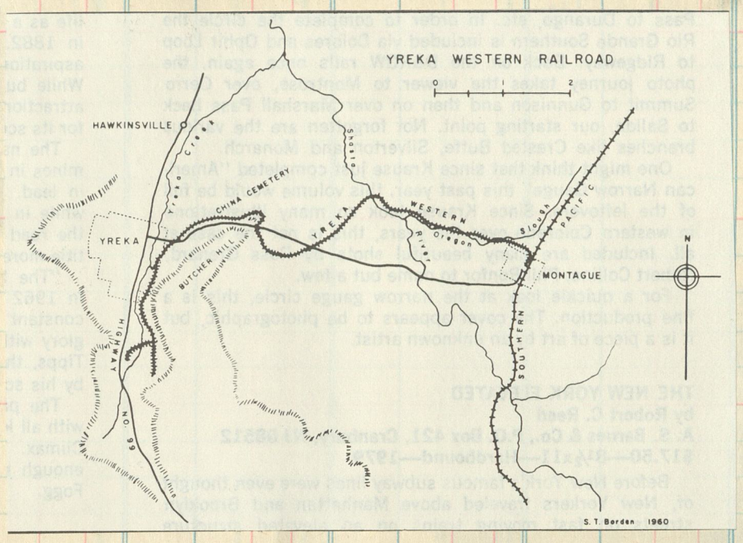
↑One of Yreka Western's two oil-burning locomotives takes the morning freight from Yreka to a connection with the Southern Pacific at Montague, Calif. This 1949 photo was taken about 1½ miles east of Yreka, which is 6 miles west of Montague.

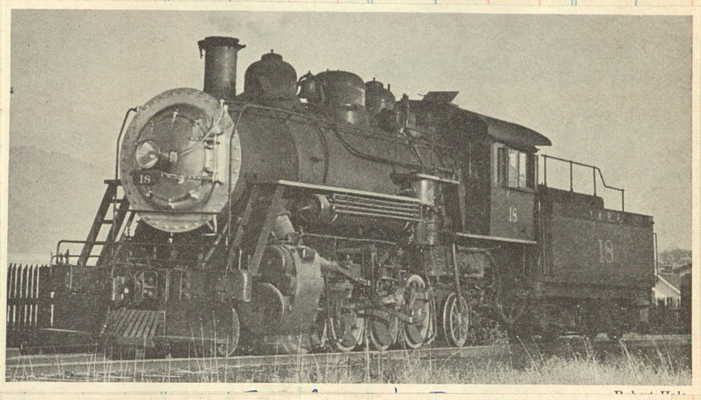


↖At Montague, No. 8 drops her role of road engine and does a stint of the switching for which she was built by Baldwin in 1916. The YW bought her from the State Belt Railroad

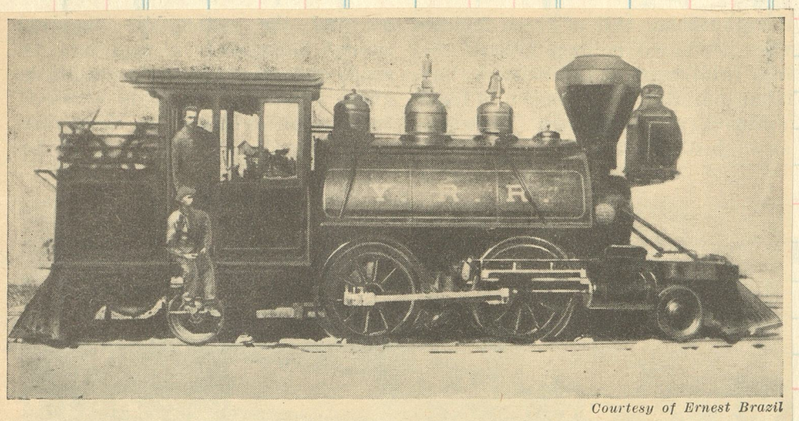
Yreka Western # 7
former State Belt of San Francisco







#18 built by Baldwin 1914 as McCloud River #18 (c/n 41709) and was on display at the Panama-Pacific Exposition in San Francisco 1915. Sold to Yreka Western in 1956 and now preserved.



Courtesy of Ernest Brazil

Woodburner Number 1, pride of the 1890 roster, with her crew aboard: Engineer Archie De Samontonia standing in the gangway, Fireman Jack Frizell below

148

DULUTH, SOUTH SHORE & ATLANTIC RY.

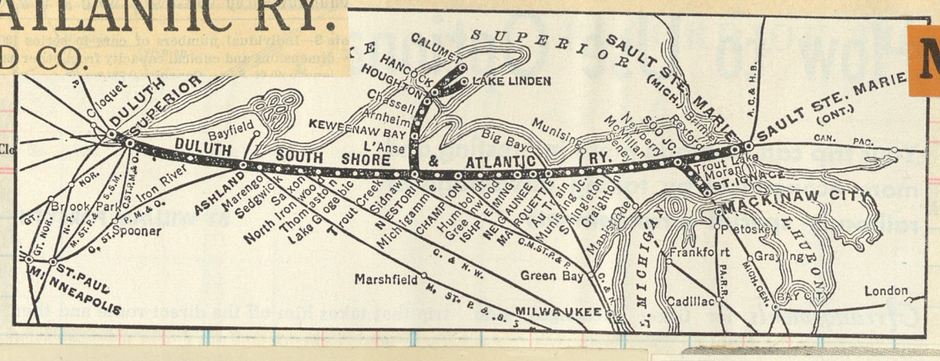
MINERAL RANGE RAILROAD CO.

The Beautiful Lake Superior Country

Along The "South Shore"

and reached by the

Duluth, South Shore and Atlantic Ry.



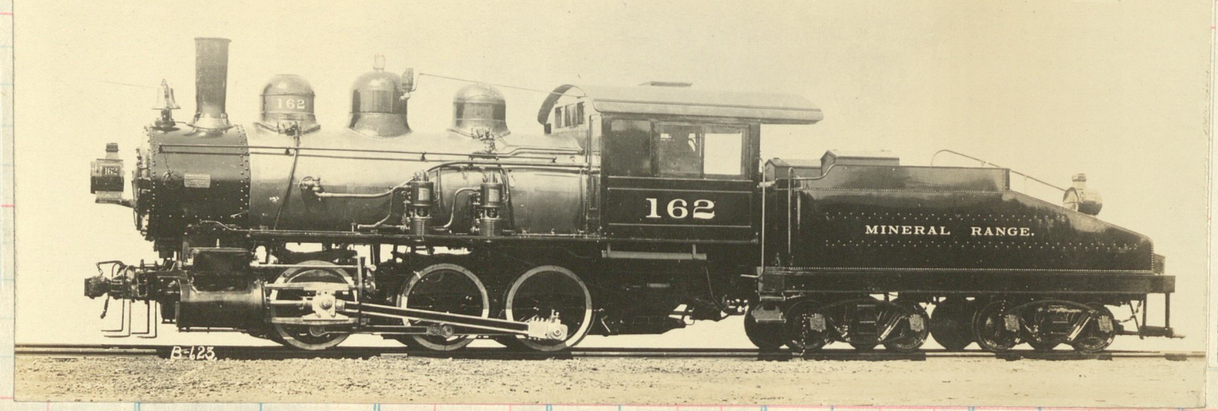
Mineral Range

THE

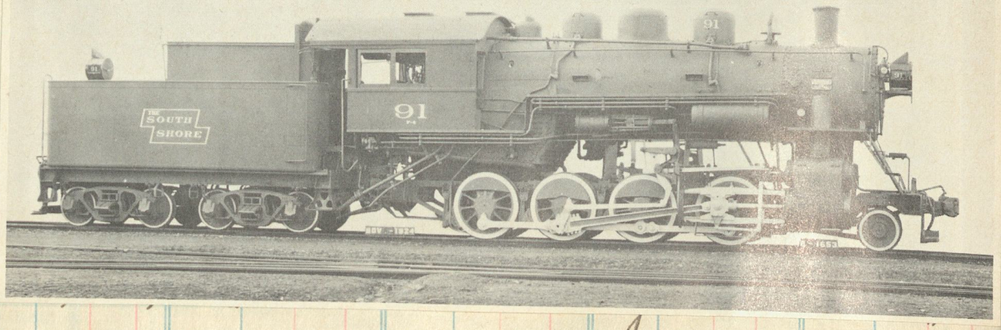
Tourists' Paradise

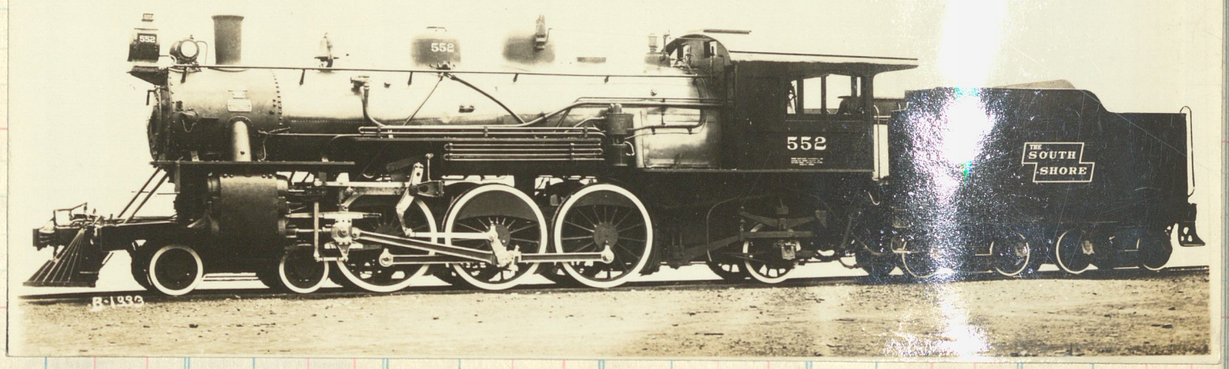
Fishing — Hunting — Boating — Camping
The Scenery is Magnificent
The Climate is Cool and Invigorating in Summer
No Hay Fever
Interesting Cities and Towns

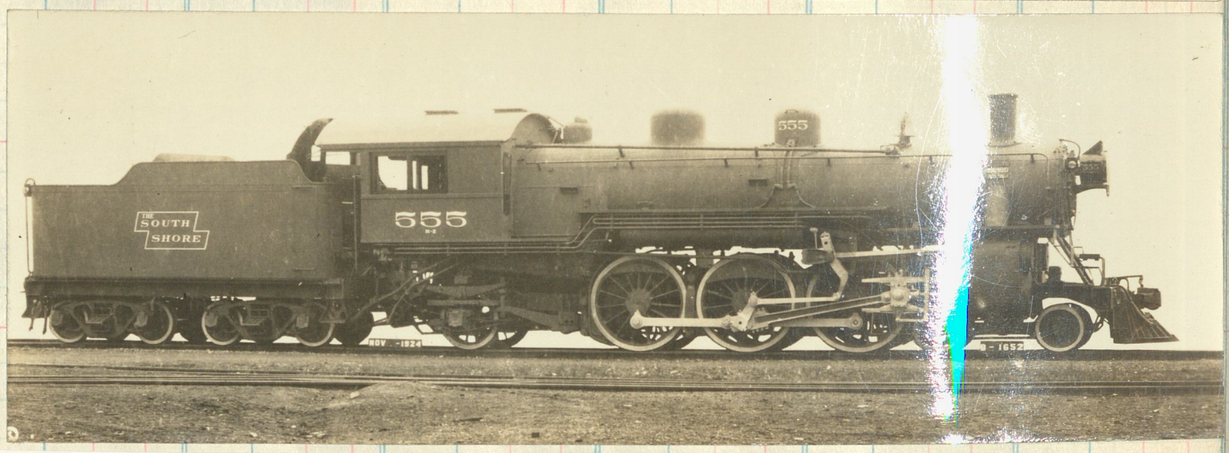
162-163
Brooks 1910
c/n 48370
to DSS&A 50-51



91-92 c/n 65966 Brooks 1924

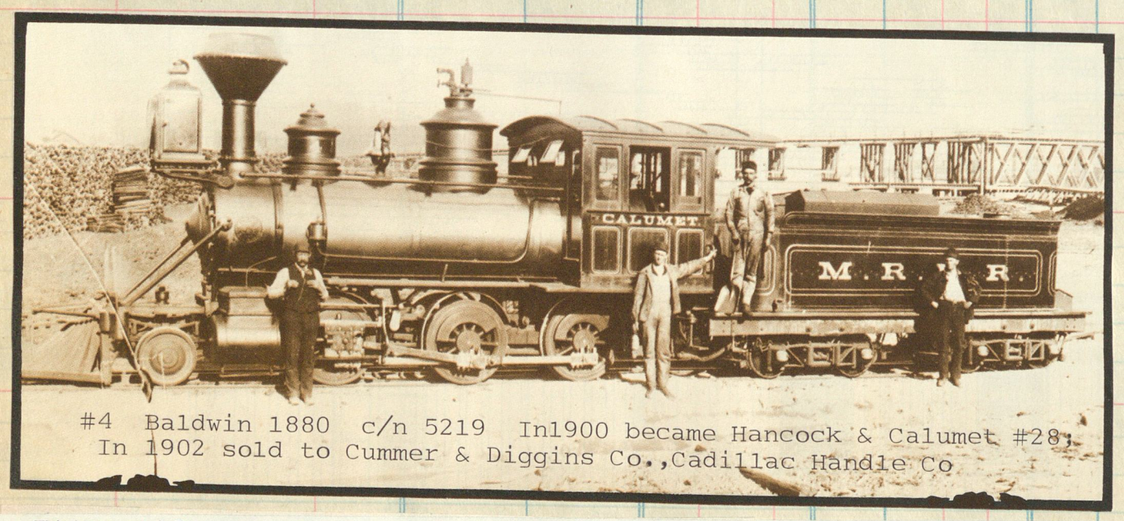






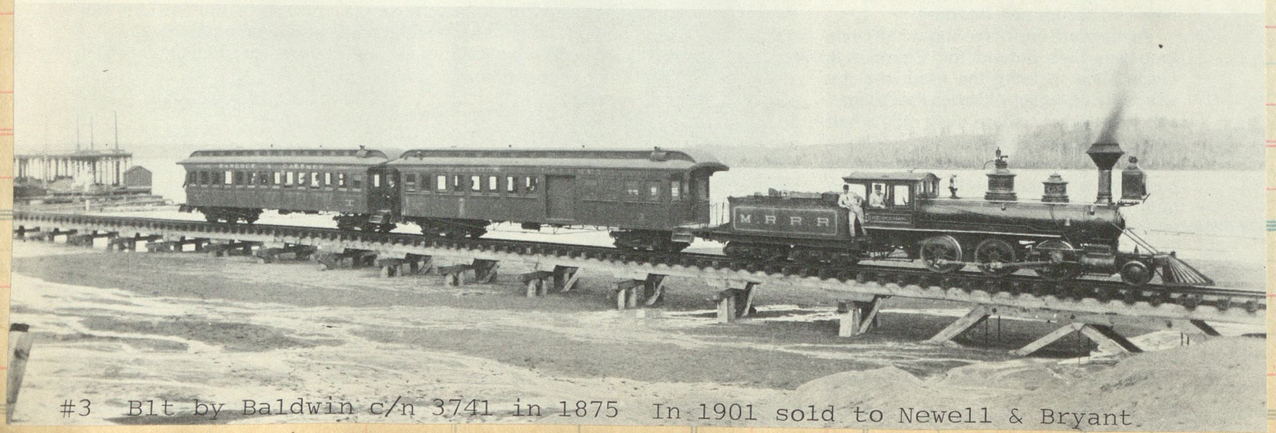
Light Pacifics delivered by Brooks

Class H-1 552-554 Built 1913 c/n 53588-90
Class H-2 555-556 Built 1924 c/n 65968-69



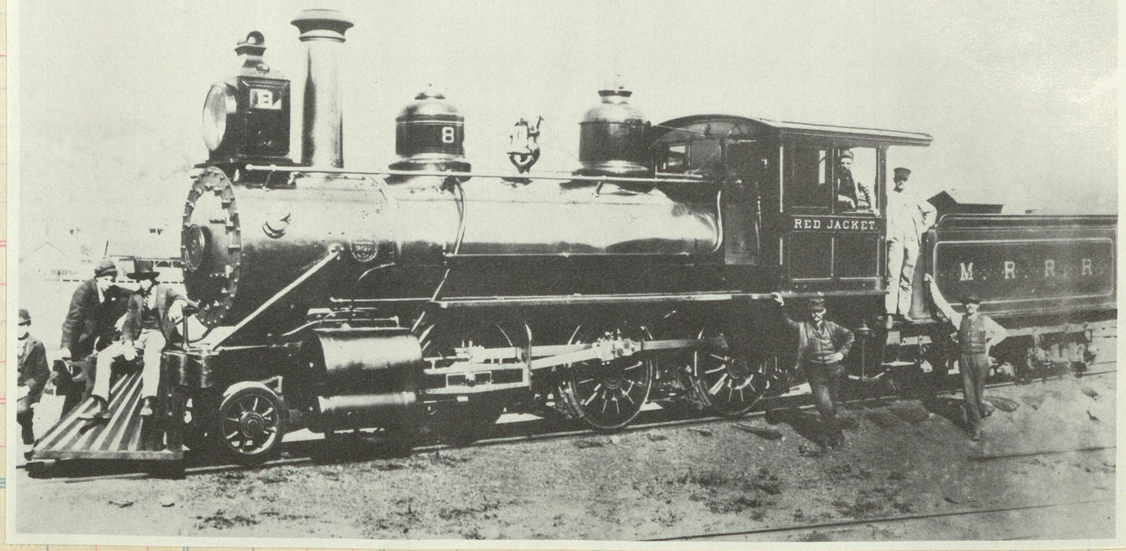
#4 Baldwin 1880 c/n 5219 In1900 became Hancock & Calumet #28;
In 1902 sold to Cummer & Diggins Co.,Cadillac Handle Co

This Hancock & Calumet passenger train is shown on the shore of Torch Lake at Mills circa 1895. The locomotive is Mineral Range #3, the "Keweenaw", with H&C combine #2 and coach #3. The track in this area was relocated several times over the years because of the ever increasing depth of the stamp sand deposited by the mills. The small bridge under the locomotive is already half buried. *Photo, Michigan Technological University Library Archives.*



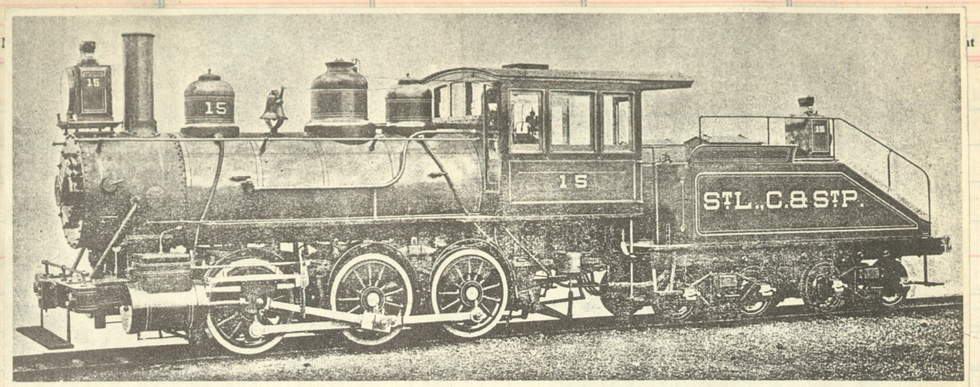
#3 Blt by Baldwin c/n 3741 in 1875 In 1901 sold to Newell & Bryant

#8, "RED JACKET" blt by Baldwin 1892 c/n 12677; later Hancock &
Calumet #40; in 1902 to Missouri Southern #6



St Louis, Chicago & St Paul

Clos. No. | Sold | Amount | Clos. | Clos. | Sold | Amount



St.Louis, Chicago & St.Paul Blt by Cooke 1893

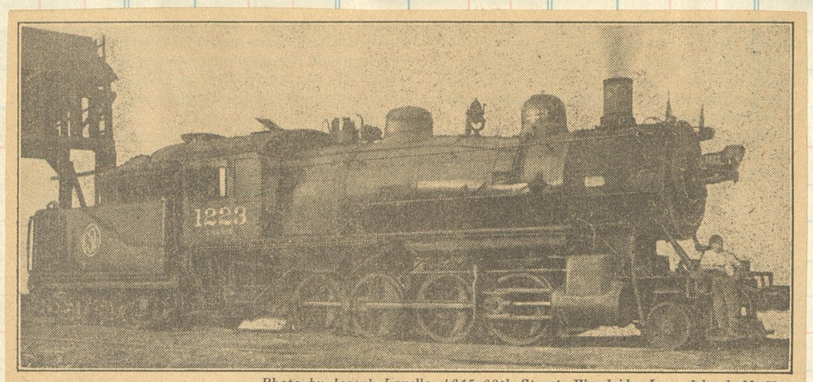
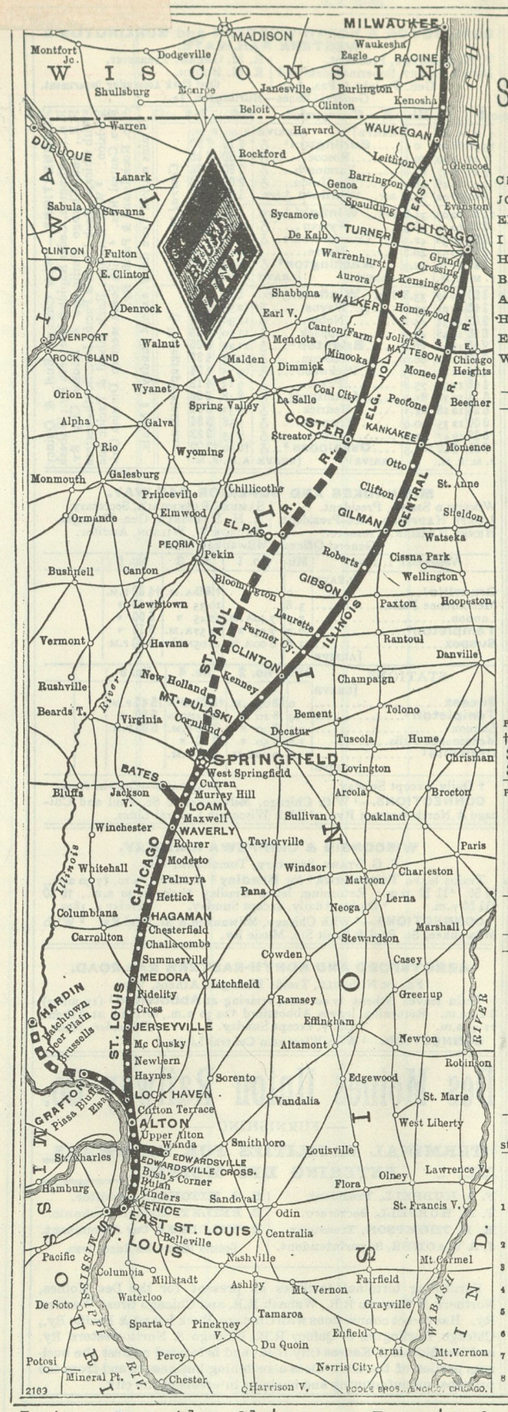


Photo by Joseph Lavelle, 4615 66th Street, Woodside, Long Island, N. Y.

Abandment of the Chicago, Springfield & St. Louis Railway Is Authorized by the Interstate Commerce Commission. This Pike, Extending 86 Miles Between Springfield and Lock Haven, Ill., Has Been in Receivership for Ten Years. It Has Only Four Locomotives, Including the 1223, Shown Here



THE BLUFF LINE.

ST. LOUIS, CHICAGO & ST. PAUL RAILROAD COMPANY.

CHAS. E. KIMBALL, President and Treasurer.
JOSEPH DICKSON, Vice-President and Solicitor.
ELENRIOUS SMITH, Secretary.
I W FOWLER, Gen. Superintendent.
H. H. FERGUSON. Gen. Freight and Passenger Agent.
B. L. BABB, Superintendent Car Service.
A. C. WELLS, Acting Auditor.
H. L. HARFORD, Cashier and Pay Master.
E. M. RICE, Chief Engineer, Alton, Ill.
W. E. KILLEN. Master Mechanic, Jerseyville, Ill.
General Offices—102 North Fourth Street, St. Louis, Mo.

	7	3	1	Mls	*April* 16, 1893.	4	2	8		
	A.M.	P.M	A.M.		LEAVE] [ARRIVE	P.M	NO'N	P.M.		
	†7 00	*430	*8 00	0	+..Springfield [1]..ð	9 50	12 10	2 45		
	7 45	5 00	8 30	13	.....Bates [2]... ð	9 20	11 40	2 00		
	8 10	5 10	8 40	17	+.....Loami.....ð	9 10	11 30	1 45		
	8 28	5 20	8 50	21	.....Maxwell [3]....	9 00	11 20	1 10		
	8 50	5 30	9 00	25	+.... Waverly.....ð	8 50	11 11	12 55		
	9 05	5 41	9 13	29	.....Rohrer.....	8 37	11 00	12 25		
	9 22	5 51	9 22	33	.....Modesto ....ð	8 27	10 52	12 15		
	9 55	6 02	9 31	36	+.....Palmyra.....ð	8 17	10 44	11 50		
	10 30	6 20	9 47	42	.....Hettick.....ð	8 01	10 30	11 15		
	10 50	6 30	9 58	46	.... Hagaman [4]..ð	7 49	10 21	10 50		
	11 30	6 40	10 12	50	+....Chesterfield ...ð	7 37	10 12	10 12		
	11 50	6 55	10 23	54	...Challacombe.....ð	7 24	10 01	9 50		
	12 20	7 05	10 31	58	+....Medora [5]....ð	7 15	9 53	9 35		
	12 35	7 10	10 36	59	.....Fidelity.....ð	7 10	9 48	9 15		
	....	7 15	10 44	62	.....Cross.....	7 02	9 41	....		
	1 40	7 26	11 00	68	+. .Jerseyville [6]..ð	6 45	9 29	8 45		
	2 00	7 36	11 14	73	.....McClusky....ð	6 31	9 16	7 20		
9	5	2 30	7 42	11 21	76	.....Newbern.....ð	6 24	9 10	7 10	10	6
P.M.	A.M.	3 00	7 52	11 31	80	.....Haynes.....	6 13	8 58	6 25	NO'N	P.M
†305	†755	3 15	7 59	11 38	83	... Lock Haven..ð	6 06	8 52	6 15	12 40	7 16
3 13	8 05	3 26	8 05	11 48	85	...Clifton Terrace...	5 57	8 45	6 05	12 31	7 06
3 30	8 20	3 45	8 20	12 05	89	arr....Alton [7]..ð lve.	*540	*8 30	†5 45	†12 15	†650
P.M.	A.M.	P.M.	P.M	NO'N		(*Via I. & St. L. Ry.*)	P.M	A.M.	A.M.	NO'N	P.M
				†1235	89	lve. ...Alton arr.	5 35	8 25			
				12 44	90	.....Wann .... ð	5 20	8 14			
				12 55	98	....Mitchell.. ð	5 01	7 56			
				1 15	109	..East St. Louis. ð	4 35	7 25			
				1 30	110	.....St. Louis [8]. .ð	†420	*7 10			
			P.M.			ARRIVE] [LEAVE	P.M	A.M.			

GRAFTON BRANCH.

6	10	Mls	*April* 16, 1893.	Mls	9	5
P. M.	A.M.		LEAVE] [ARRIVE		P. M.	
5 55	10 40		**St. Louis** (*I. & St. L.*)		5 45	
P. M.	NO'N		LEAVE] [ARRIVE		P. M.	A. M.
†6 50	†12 15		..... **Alton**.....		3 30	8 25
7 06	12 31		..**Clifton Terrace**..		3 13	8 05
7 16	12 40	0	lve.**Lock Haven** ð arr.	8	3 05	7 55
7 40	1 00	4	..... Elsah ..... ð	4	2 45	7 40
7 50	1 10	6	.....Piasa Bluffs.....	2	2 37	7 30
8 00	1 25	8	+.....**Grafton**..... ð	0	†2 25	†7 20
P. M.	P. M.		ARRIVE] [LEAVE		P. M.	A. M.

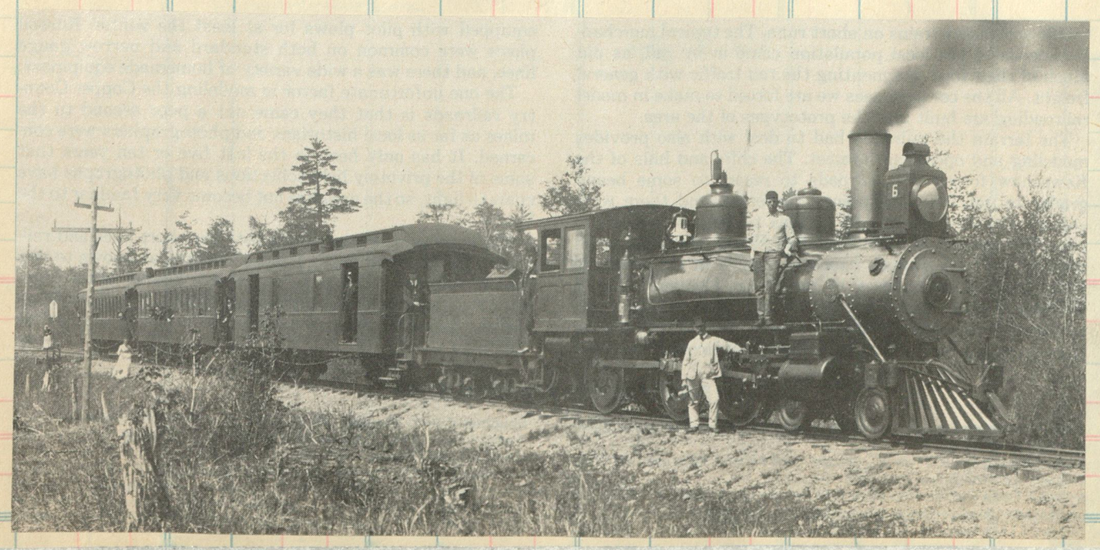
* Daily; † daily, except Sunday. + Coupon stations. ð Telegraph stations. STANDARD—*Central time.*

CONNECTIONS.

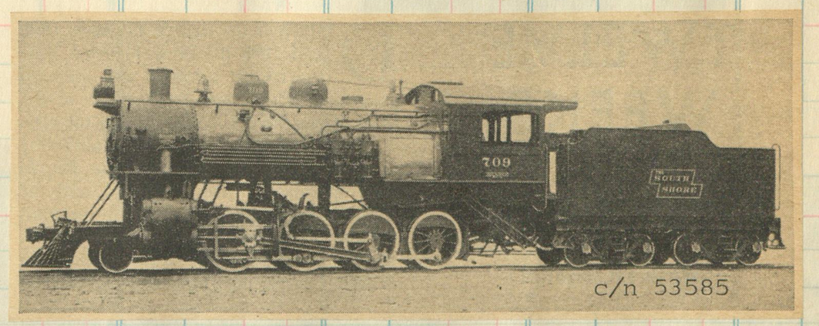
[1] **Springfield**—With Wabash R.R.; Chicago & Alton R.R.; Ohio & Mississippi Ry., and Illinois Central R.R.
[2] **Bates**—With Wabash R.R.
[3] **Maxwell**—With Jacksonville South eastern Ry.
[4] **Hagaman**—With Jacksonville South-eastern Ry.
[5] **Medora**—With Chicago, Burlington & Quincy R.R.
[6] **Jerseyville**—With Chicago & Alton R.R.
[7] **Alton**—With Indianapolis & St. Louis Ry. and Chicago & Alton R.R.
[8] **St. Louis**—With all railroads and steamboats diverging.

Later was the Chicago, Peoria & St Louis and then the Chicago, Springfield & St Louis

DULUTH, SOUTH SHORE & ATLANTIC RAILWAY

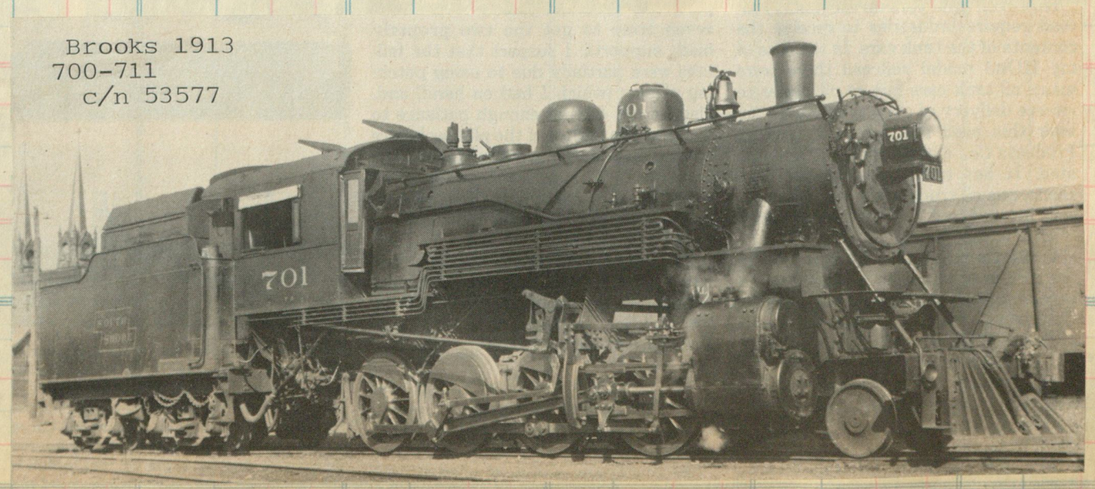


A proud and dignified narrow gauge passenger consist at Lake Branch Jct on the Mineral Range in the 1890's. Ten wheeler # 6 came from Baldwin in 1889 named "Houghton" c/n 10420 . In 1898 became Hancock & Calumet #27, then Burlington & Western in 1901. Edward Hines Lbr Co purchased her in 1902 and was noed Washburn & Northwestern #9, and, then sent her to its White River Lbr. Co as #9 in 1905. Retire in 1913.



c/n 53585

Brooks 1913
700-711
c/n 53577



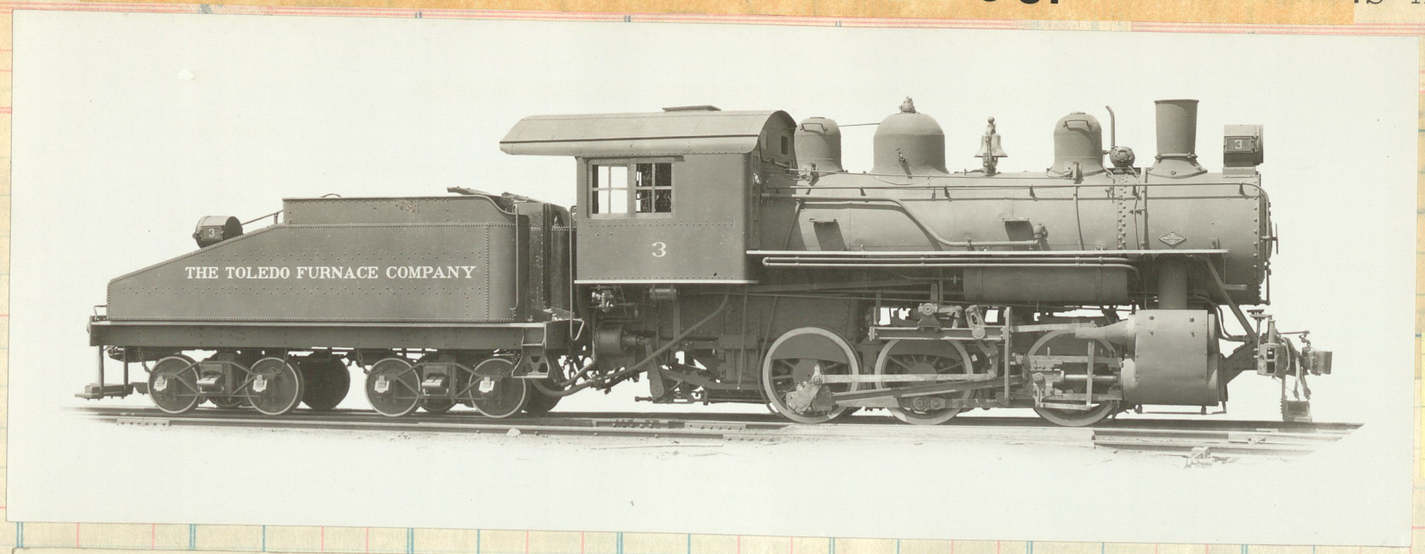
130

SELLER
DATE
FORM | DESTINATION | Amt. | Com. No. | Clos. No.

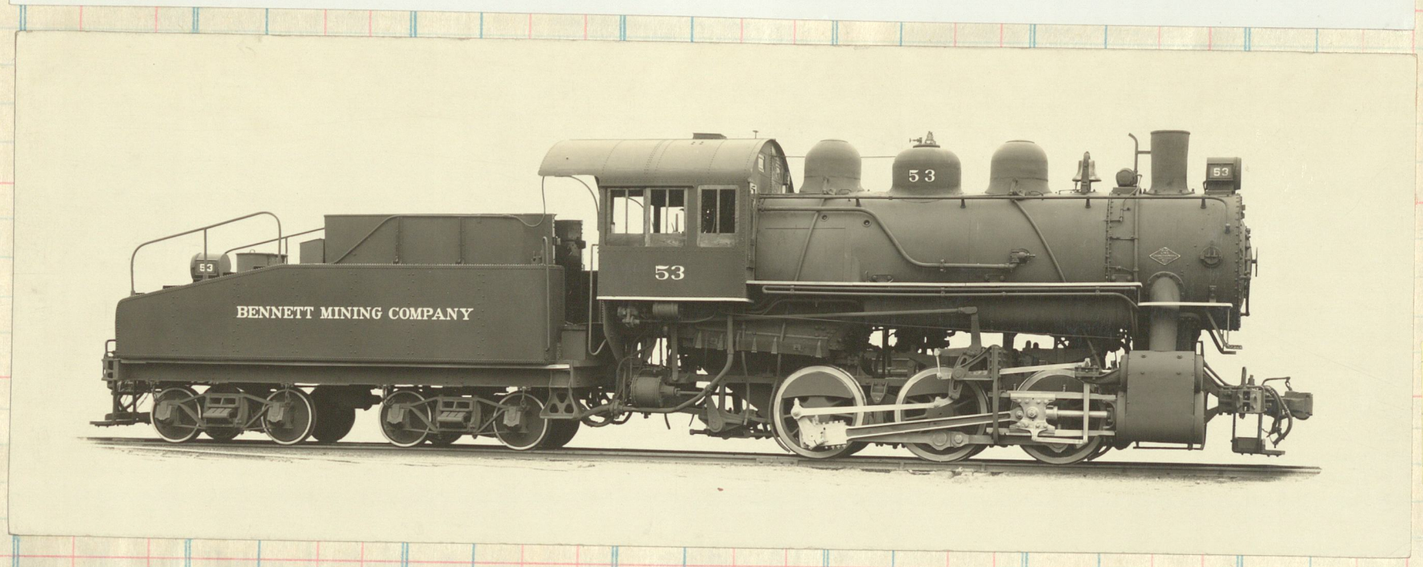
Ne

PICKANDS MATHER CO.

ES AT



LIMA 1920
c/n 5980



LIMA 1924
c/n 6776

The Georgia Northern Railway was incorporated in Georgia on February 7th, 1894, as successor to the Boston & Albany Railroad of Georgia. The line of road runs from Albany, Georgia, southeastward to Boston, Georgia, a distance of 66.78 miles. The curious duplication of name with the larger railroad in Massachusetts and New York State must have been deemed confusing, for it was renamed the Georgia Northern before completion. Equipment consists of seven locomotives; two motor cars; and forty-one passenger and freight cars.

GEORGIA NORTHERN RAILWAY

"W L Joiner"
Baldwin 1929

C/N 60736

THE GEORGIA NORTHERN RAILWAY COMPANY

C. W. Pidcock, President.
F. R. Pidcock, Executive Vice-Pres't.
C. W. Pidcock, Jr., Vice-Pres't., Treasurer and Gen. Manager.
Edw. H. Lewis, Asst. to the Prest. and Gen. Frt. and Pas. Agent.
J. J. Hill, General Counsel.
J. F. Hatfield, Supt. and R. M.
I. C. Johnson, Auditor.
J. D. Weeton, Jr., Gen. Agent, Albany, Ga.
C. B. Patterson, Master Mechanic.
L. G. Cox, Trainmaster and Car Accountant.
H. F. Hatcher, Com'l Agent.
Dr. Everett Daniel, Chief Surgeon.
F. R. Pidcock, Jr., Purchasing Agt.

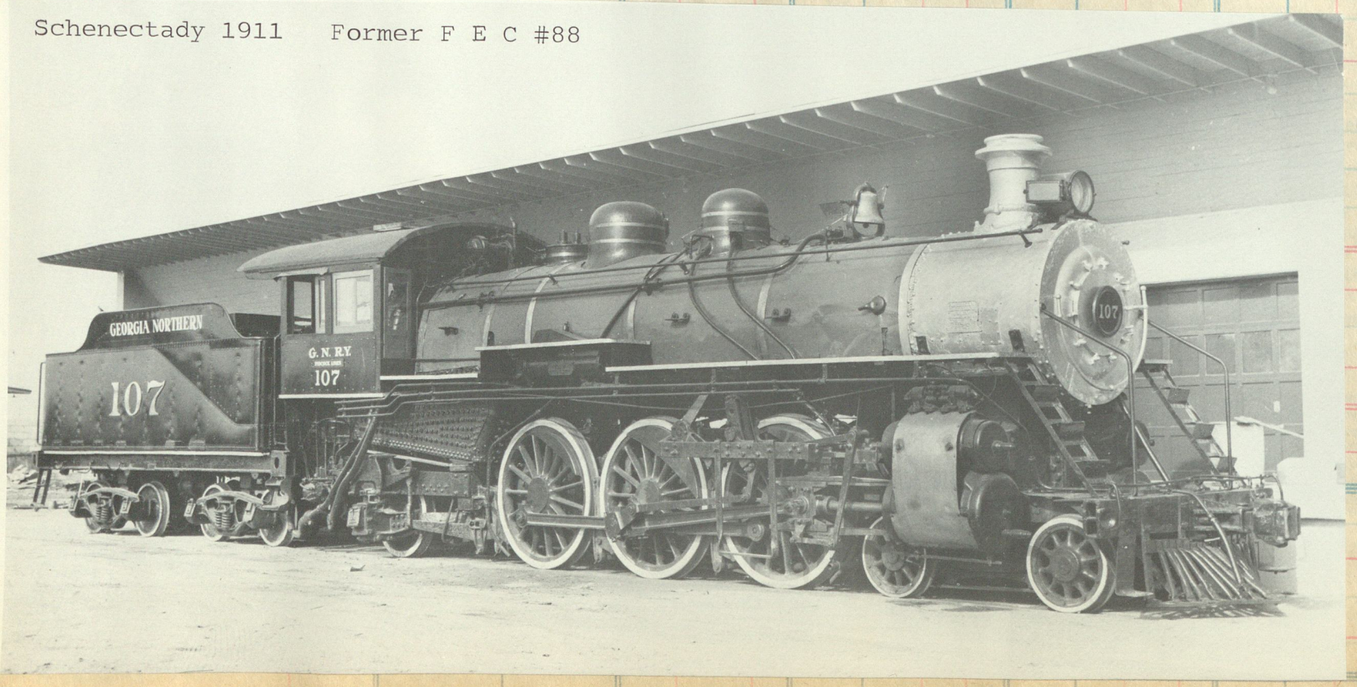
...	5	3	1	Mls	January 29, 1933.	2	2	4
.....	..	P M	A M	....	(Eastern time.)	.....	P M	P M
.....	....	†3 00	*8 00	0	lve. + Boston[3] ð arr.	.....	2 50	8 25
.....	– –	– –	8 15	5.8	..... Oaklawn	.....	2 00	8 00
.....	3 25	8 25	8.6	..... Barwick ..... ð	.....	1 55	7 50
.....	f –	f –	10.6	..... Hollis	.....	f –	f –
.....	3 40	8 40	13.2	..... Pavo ..... ð	.....	1 40	7 40
.....	f –	f –	16.0	..... Shelly	.....	f –	f –
.....	3 50	8 50	16.5	..... Ione	.....	1 27	7 27
.....	4 00	9 00	20.7	..... Autreyville	.....	1 15	7 20
.....	f –	f –	23.0	..... Mauzy	.....	f –	f –
P M	4 25	9 30	29.0	arr. Moultrie[2] lve.	A M	†12 50	7 00
*8 00	6 00	†1 30	29.0	lve. + Moultrie[2] ð arr.	8 00	P M	5 25
– –	6 13	†1 43	....	..... Schley	7 38	..	5 06
8 30	6 30	†2 00	42.0	..... Doerun ..... ð	7 20	.....	4 50
– –	6 35	†2 05	43.5	..... Ticknor[3]	7 15	.....	4 45
– –	6 40	†2 10	46.0	..... Pritchetts	7 10	.....	4 40
– –	6 45	†2 15	49.0	.... Bridgeboro .. ð	7 05	.....	4 32
– –	6 57	†2 27	53.0	..... Gantts	6 52	.....	4 22
– –	7 05	†2 35	56.0	..... Nelms	6 47	.....	4 13
– –	7 13	†2 43	59.0	..... Pecan City	6 40	.....	4 05
– –	7 18	†2 48	61.0	..... Stroms	6 35	.....	4 00
9 40	7 45	†3 15	67.5	ar. + Albany (E.T.) ð lv.	*6 15	.....	*3 40
.....	5 55	5 55	5 55	.... Atlanta (Central time.)	10 00	.....	9 05
.....	A M	A M	P M	.... ARRIVE	LEAVE	P M	.....	A M

Nos. 3 and 2 connect with Albany-Atlanta Sleeper via Cent. of Ga. Ry.

* Daily; † daily, except Sunday; f flag stop.

Connections.—[1] With A. C. L. R.R. [2] With Atlantic Coast Line R.R. and Ga. & Fla. R.R. [3] With Ga. & Fla. R.R. and Georgia Southwestern & Gulf R.R. Seaboard Air Line Ry., Atlantic Coast Line R.R. and Cent. of Ga. Ry.

+ Coupon stations; ð Telegraph stations.



Schenectady 1911 Former F E C #88

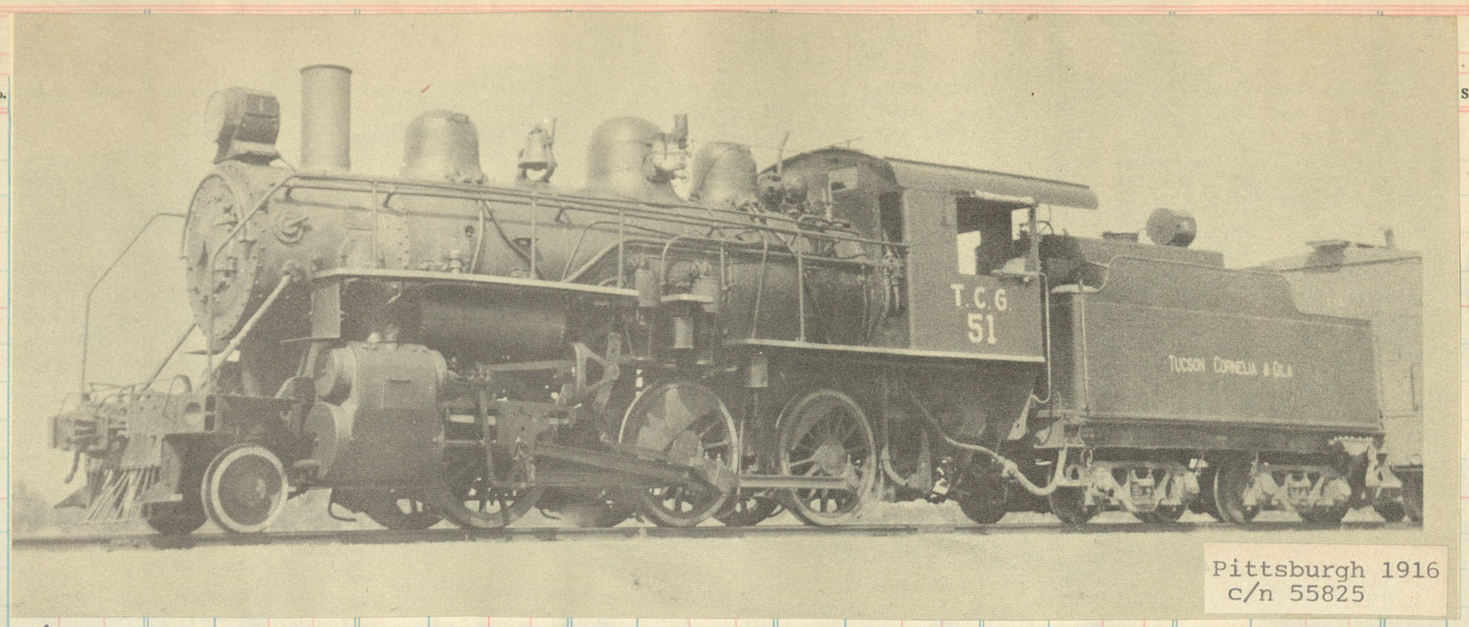
TUCSON, CORNELIA AND GILA BEND RAILROAD COMPANY.

NYCS
A P A-46

4-46 1000 t
Print

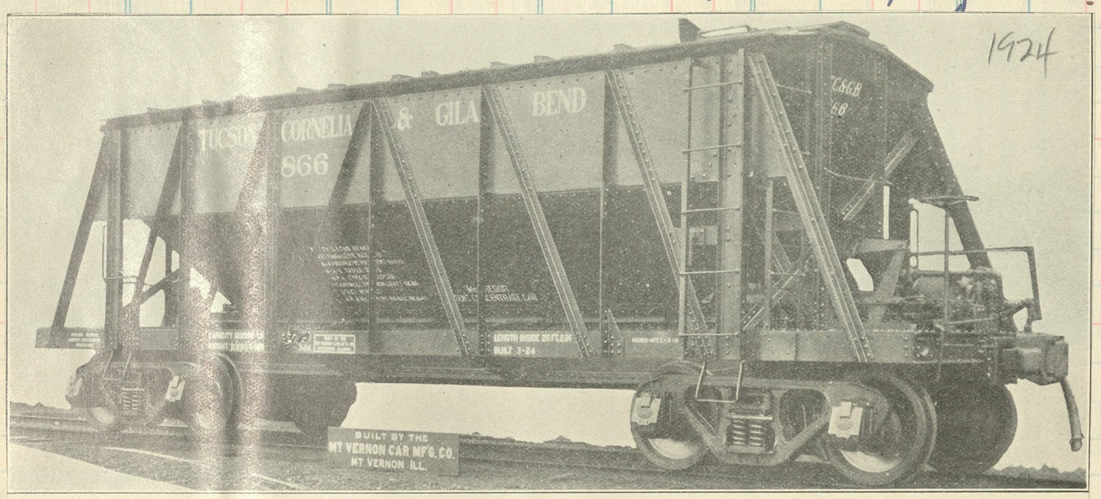
151

Clos. No.	Sold	Amount	Clos. No.



Pittsburgh 1916
c/n 55825

The entire motive power roster of the T C & G B, a pretty Mogul, sets in the sun at Gila, Arizona.



1924

60-Ton Capacity All Steel Concentrate Car.

837-866

TUCSON, CORNELIA & GILA BEND RAILROAD

WALTER DOUGLAS, Chairman of the Board, New York City, N.Y.
L. S. CATES, President, "
P. G. BECKETT, Vice-President and General Mgr., Douglas, Ariz.
M. CURLEY, Assistant General Manager, Ajo, Ariz.
WM. CHURCH OSBORN, General Counsel, New York City, N.Y.
A. T. THOMSON, Secretary and Treasurer, "
A. W. ENGELDER, Asst. Sec'y and Asst. Treas., Douglas, Ariz.
G. R. DRYSDALE, Auditor, New York City, N.Y.
C. F. EHLER, Assistant Auditor Accounting, Douglas, Ariz.
H. K. FAYE, Traffic Manager, New York City, N.Y.
GEO. JAY, General Freight and Passenger Agent, Douglas, Ariz.
C. T. KNAPP, Counsel, Tucson, Ariz.

EXECUTIVE OFFICE—40 WALL ST., NEW YORK CITY, N.Y.
EXECUTIVE AND ACCOUNTING OFFICES—DOUGLAS, ARIZ.

●No. 6	‡No. 2	Mls	*March*, 1935.	●No. 5	‡No. 1	
*7 00 P M	†8 05 A M	0	lve.....Ajo.....arr.	8 59 A M	1 00 P M	Mountain time.
7 14 "	8 25 "	5.8	..... Childs.....	8 45 "	12 54 P M	
7 48 "	9 05 "	19.8	..... Midway	8 11 "	11 51 A M	
8 16 "	9 35 "	31.7	..... Black Gap.....	7 43 "	11 19 "	
8 44 P M	10 05 A M	43.3	arr.....Gila.....lve.	*7 15 A M	†10 45 A M	

*Daily; †daily, except Sunday. ●Motor car. ‡Mixed train.
Connection.—At Gila, Ariz.—With Southern Pacific Lines.

Clos. No.	Sold	Amount

Illinois Terminal

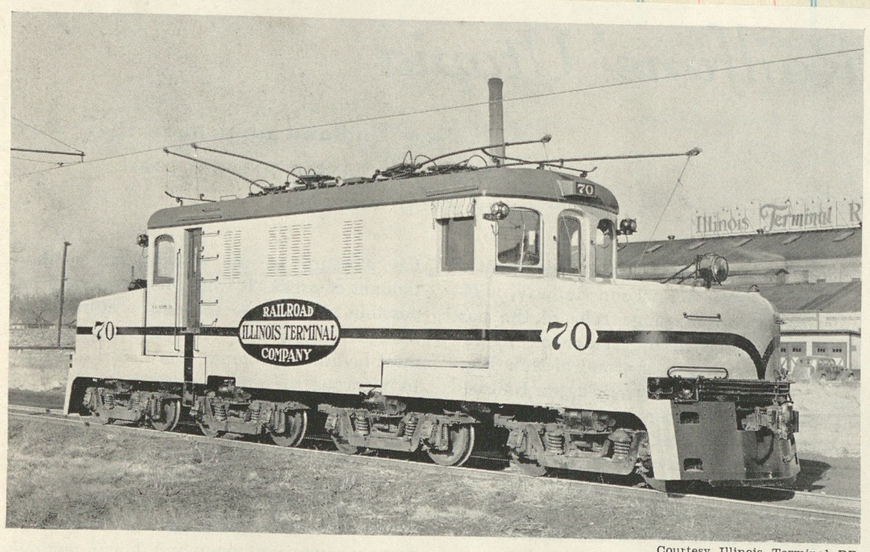
ROUTE OF THE

Streamliners

- CITY OF DECATUR
- FORT CREVECOEUR
- MOUND CITY

CAPITOL ENGRAVING CO. • SPRINGFIELD, ILLINOIS

(2) The Illinois Terminal System was incorporated in 1895 as the successor to the Illinois Terminal Co. and the Mississippi Valley Terminal Co. Of its 530-odd miles of line, 98 are steam operated (between Alton and O'Fallon Jct., Venice and Troy, and E. St. Louis and Grafton); and the rest (St. Louis to Alton, St. Louis to Peoria, Bloomington, Danville, etc.) are electrically operated.



Courtesy Illinois Terminal RR.

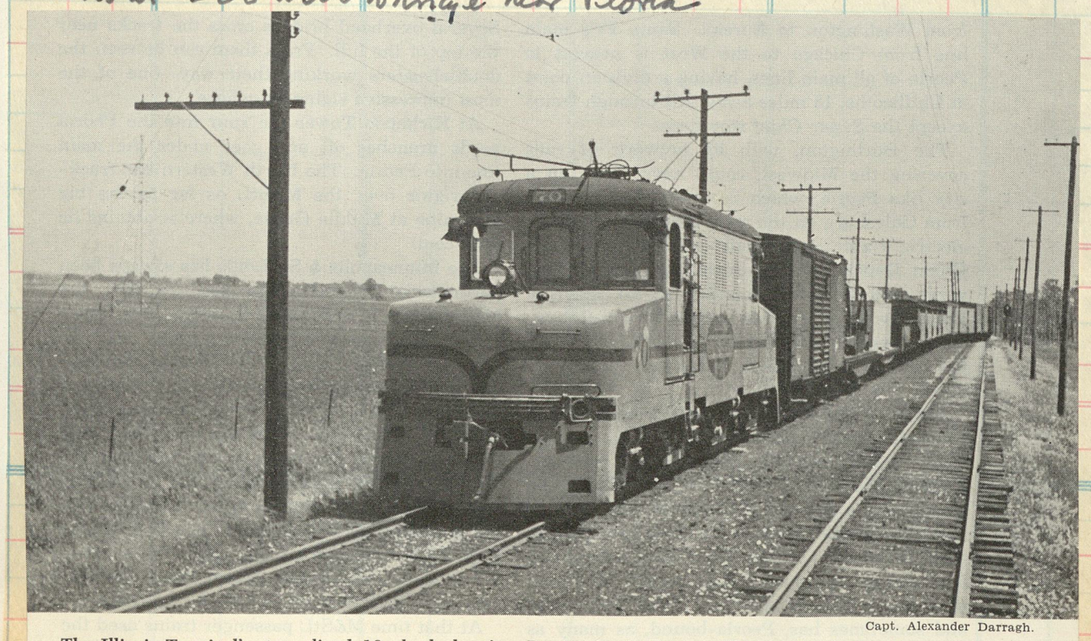
Modern power on the Illinois Terminal.

One of the larger small freight railroads is the Illinois Terminal Railroad Co. operating from St. Louis northward to Peoria, via Springfield, and eastward to Danville, Illinois. This railroad handles a freight traffic that is tremendous and it has built this up through good dealings with its customers. The Illinois Terminal is particularly fortunate in that most of the lines are now routed around the cities instead of through them, thus avoiding much of the traffic which, in the past, killed many of the interurban railroad lines. No. 70 is a heavy power job which might be considered as an entirely new locomotive even though some parts from an older engine were used. ITC is now the longest electric railroad in the United States which handles passenger service over its entire length—barring, of course, the heavy steam road electrifications such as the Pennsy and Milwaukee Road. The route mileage from St. Louis to Peoria is 170 miles and the distance from St. Louis via Springfield to Danville is 193 miles. If you were to consider this as the main line it would actually beat the record of the Sacramento Northern (TRAINS, March).

The FORT CREVECOEUR arriving at Springfield

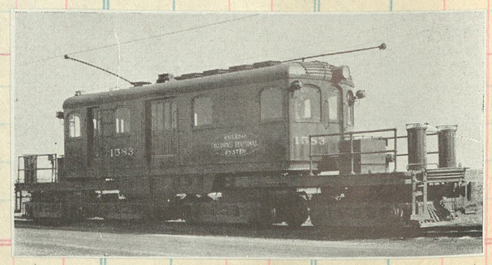
This lineup of articulated freight motive power at the IT's Springfield East Belt Wye includes, from left, 1596, 1587 and 1595. A 280-series passenger car is in the shop building at left. The Springfield-Peoria main line is just to the right of 1595, an Illinois Central coaling tower just beyond. The controller artist is switching with motor 1570 at East Belt Yard. His locomotive is completely equipped with a caboose-style stove and a plush coach seat for the brakeman.

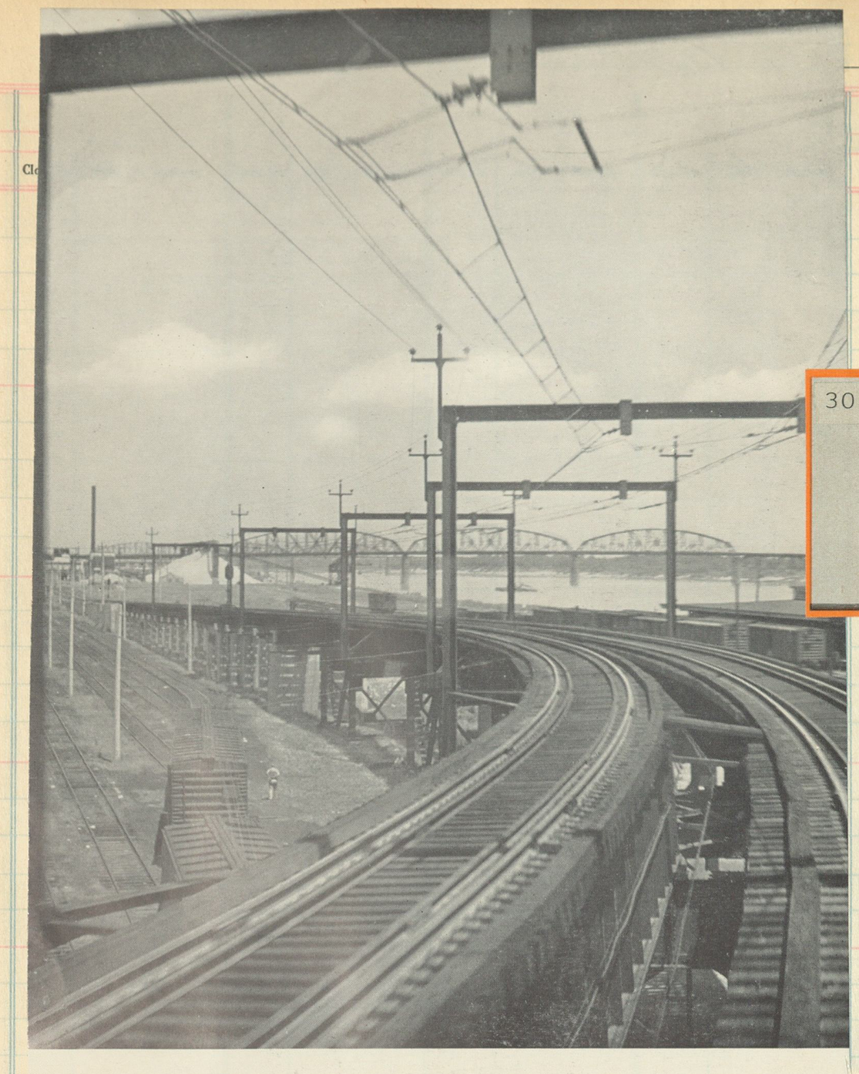
Motor 1588 with tonnage near Peoria



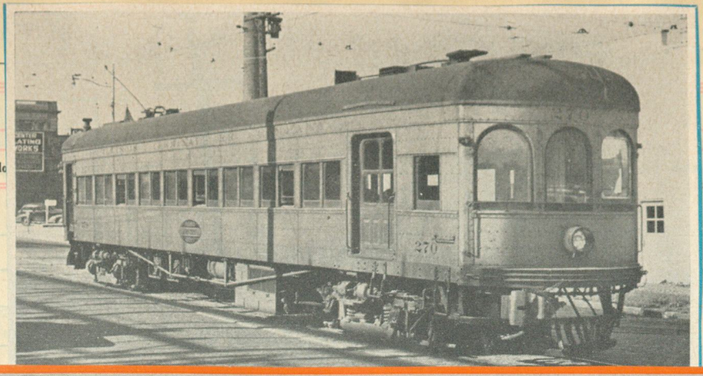
Capt. Alexander Darragh.

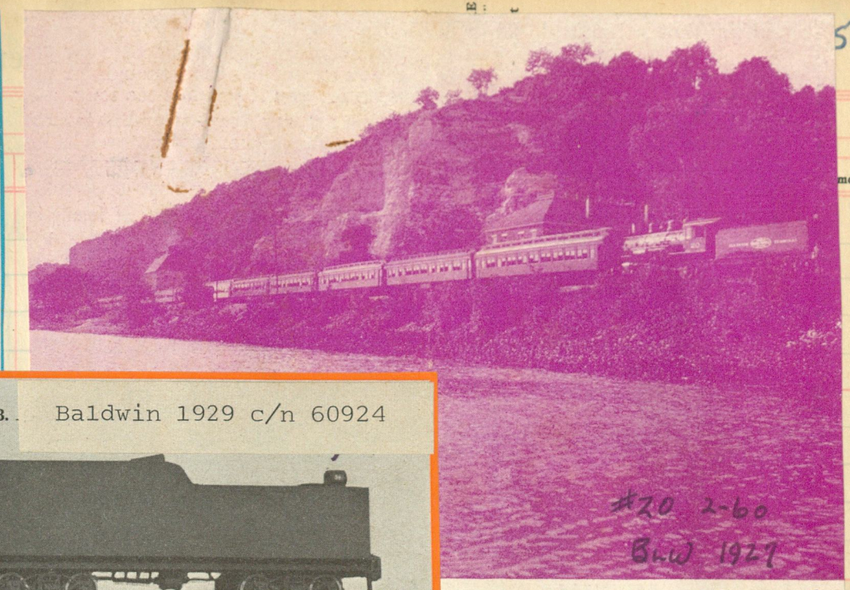
The Illinois Terminal's streamlined 16-wheel electric locomotives pull good-sized freight trains on the Peoria - St. Louis run. This one is clearing the main line for a passenger train.





Illinois Terminal crosses the Mississippi River into St. Louis over its own McKinley Bridge (background), named for William B. McKinley, the man who welded many small interurban lines together to form Illinois Traction, today the electric portion of Illinois Terminal's network of lines. After a short run down the river the track runs onto an elevated structure (foreground) and nearer the business area drops into a subway to a downtown terminal. Illinois Terminal is a Class 1 railroad, runs long, heavy freight trains, serves the St. Louis-Alton area with steam beltline and switching service, and has the longest interurban run in the country. By Linn H. Westcott.





30 - 31 3. Baldwin 1929 c/n 60924

#20 2-60 B&O 1927

Illinois Terminal Railroad Company ELSAH, ILL

EQUIPMENT OF THE ILLINOIS TERMINAL

(May 1, 1950)

INTERURBAN PASSENGER CARS

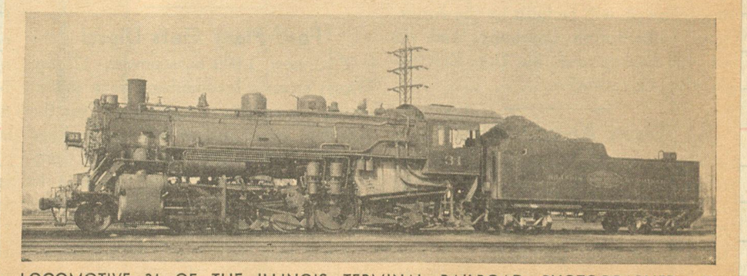
Series	No.	Type	Seats	Motors Type	Motors H.P.	Builder & Date
100-102	3	motor	58	WH-548-C	90	American Car, 1917
103-104	2	motor	58	WH-548-C	90	American Car, 1924
120-123	4	motor	48	GE-205-B	125	St. L. Suburban, 1923
206	1	rail-bus	25			White-Bender, 1939
240-241, 248	3	motor	47	GE-205-B	125	A.C.F., 1908
258	1	motor	40	GE-205-B	125	St. Louis Car, 1906
260-261, 263	3	motor	50	GE-222-D	140	Danville Car, 1911
270-271	2	motor	57	GE-222-G	140	Niles, 1906
273-278	5	motor	55	GE-222-G	140	St. Louis Car, 1913
280-285	6	motor	55	GE-222-G	140	St. Louis Car, 1914
300-302	3	motor	40	GE-1240-A2	140	St. Louis Car, 1948-1949
330-331	2	trailed coach	52	GE-1240-A2	140	St. Louis Car, 1948-1949
350-352	3	trailed parlor	21	GE-1240-A2	140	St. Louis Car, 1948-1949
404-415	11	motor	48	GE-265-D	60	St. Louis Car, 1924
450-457	8	PCC	58	GE-1220-E1	55	St. Louis Car, 1949
470-473	4	motor	60	GE-275-A	75	St. Louis Car, 1924
510-513	4	trailed parlor	21	GE-222-G	140	Danville Car, 1911
516-526	9	trailed coach	56	none		St. Louis Car, 1911
528-532	5	trailed coach	50	GE-222-G	140	St. Louis Car, 1912
533	1	trailed coach	50	none		St. Louis Car, 1912
534-535	2	trailed coach	48	none		St. Louis Car, 1930
601-603	3	trailed express		none		Cincinnati Car, 1930
604-607	3	trailed express		none		McGuire-Cummings, 1910
1200-1203	4	motor	50	WH-303-A	140	McGuire-Cummings, 1910
233	1	official motor		no information		St. Louis Car, 1906
234	1	trail. sleep-obs.	27	none		Danville Car, 1910

Total passenger units 94
"Trailed" units which have motors listed, have no controls or power collectors. They must be operated M.U. with "motor" units.

LOCOMOTIVES

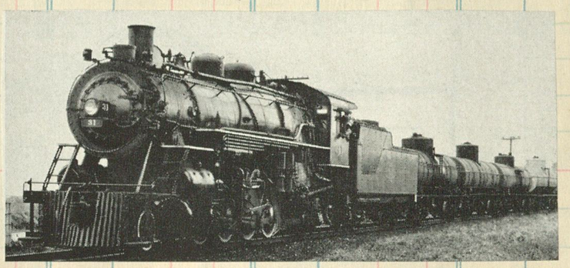
Series	No.	Type	Weight	Tractive Effort	Builder & Date
51-52	2	batt-elec	186,980	43,200	St. Louis Car, 1930
53	1	batt-elec	196,400	49,100	Ill. Terminal, 1941
61	1	elec-diesel	112,700	28,050	Ill. Terminal, 1939
70-74	5	electric	217,000	64,000	Ill. Terminal, 1940-1942
700-711	12	diesel	230,000	69,000	Alco-GE, 1948-1949
751-756	6	diesel	240,000	72,000	Alco-GE, 1948-1949
1552	1	electric	74,240	18,600	Ill. Traction, 1929
1554	1	electric	83,500	20,900	Danville Car, 1909
1560	1	electric	84,000	21,000	Alco, 1907
1561-1566	6	electric	120,000	30,000	Ill. Traction, 1910
1567-1572	6	electric	120,000	30,000	Ill. Traction, 1913
1573-1578	6	electric	120,000	30,000	Ill. Traction, 1918
1582-1585	4	electric	160,000	40,000	Ill. Traction, 1925
1586	1	electric	178,000	45,000	Ill. Traction, 1926
1587	1	electric	160,000	40,000	Ill. Traction, 1926
1589-1590	2	electric	160,000	40,000	Ill. Traction, 1927
1592-1594	3	electric	160,000	40,000	Ill. Traction, 1928
1595-1598	4	electric	160,000	40,000	Ill. Traction, 1930

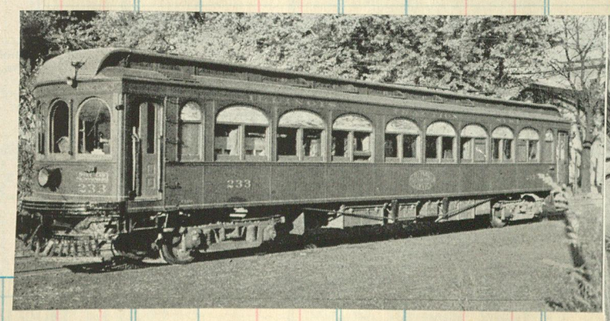
Total locomotives 63
Some additional motorized equipment is included in IT's 118 work and service cars.

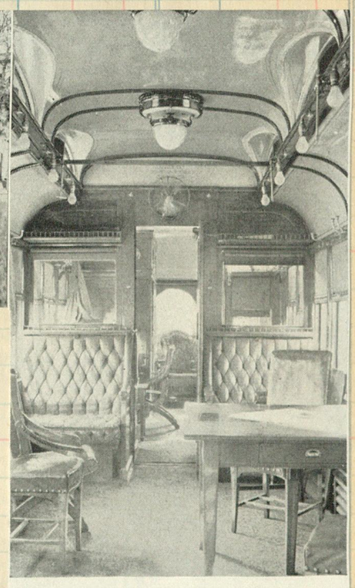


LOCOMOTIVE 31 OF THE ILLINOIS TERMINAL RAILROAD, PHOTOGRAPHED AT ALTON, ILL.

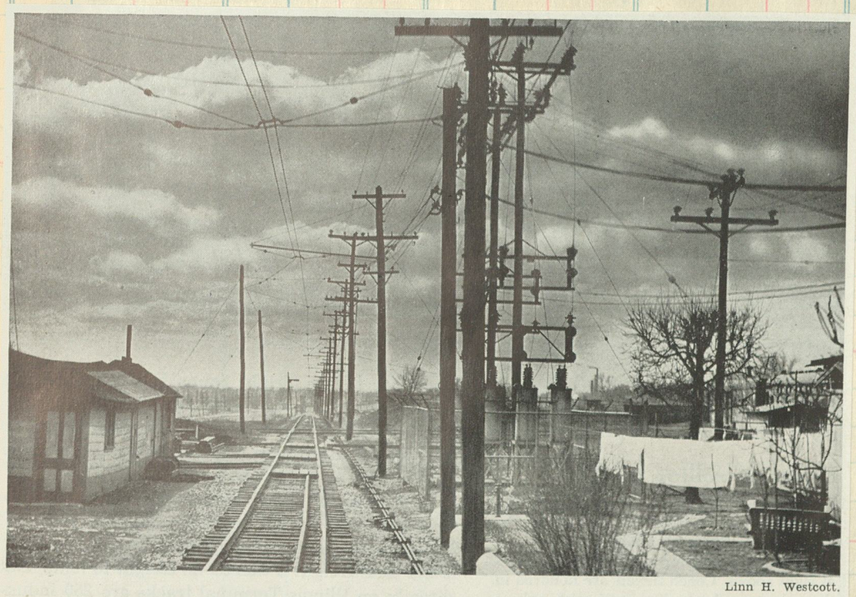
C/N 60925







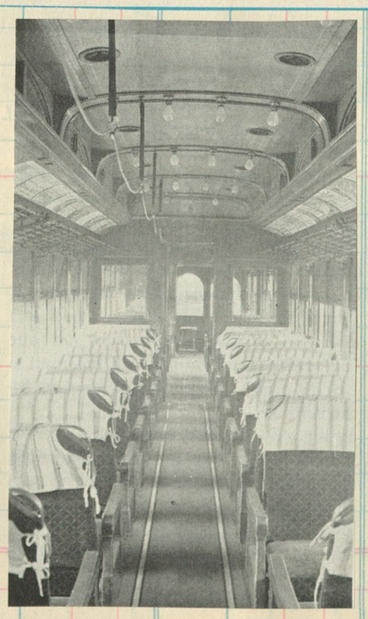
Car 233 of the old Illinois Traction System (the electric lines before acquisition by Illinois Terminal Railroad) was a business car with dining and sleeping accommodations.



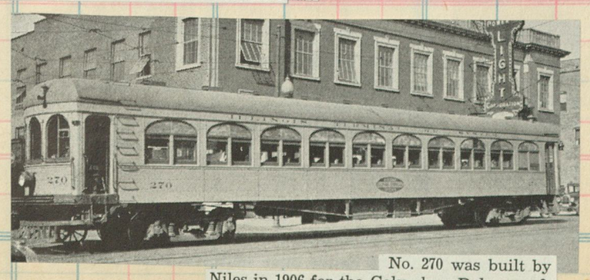
Linn H. Westcott.

Power and track and trolley wire.

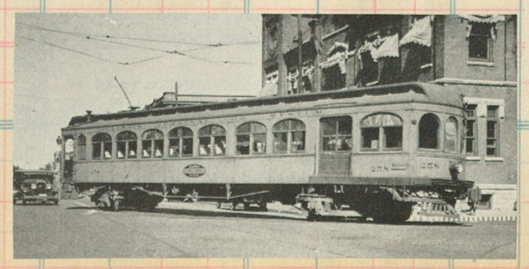
Entering Lincoln, Ill., from the south, the traveler in an Illinois Terminal observation car sees this view of a substation and its maze of wires, clustered near a railroad crossing. The other railroad is the Illinois Central's Havana Branch. The semaphore arm points inward instead of outward, this being standard on electric railroads, where the many poles tend to obstruct visibility.



Whenever one of the three streamliners requires shopping, this train of standard equipment fills in the schedule. Resplendent in shining silver and blue livery, the three cars have had their interiors modernized. First car is a combine, center unit is a two-motor trailer, parlor-diner is the Cerro Gordo, only standard parlor car in service today. Train is the Mound City.



No. 270 was built by Niles in 1906 for the Columbus, Delaware & Marion and was rebuilt many times by ITR.



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Ne

SANTA MARIA VALLEY RAILROAD.

GENERAL OFFICERS.

G. ALLAN HANCOCK, President.....Los Angeles, Cal. | L. E. SULLIVAN, Secretary and Treasurer.....Los Angeles, Cal.
E. A. OLSON, Exec. Vice-President..... " | J. M. DAVIS, Manager & Auditor.....Santa Maria, Cal.

GENERAL OFFICES, SANTA MARIA, CAL.
Miles of road operated, 23. Gauge, 4 ft. 8½ in. Locomotives, 3.

ET SALES AT

Santa Maria Valley Railroad Co.

G. ALLAN HANCOCK, President, Los Angeles, Cal.
P. N. MORGAN, Vice-President, "
E. A. OLSON, Vice-President, "
L. E. SULLIVAN, Secretary-Treasurer, "
J. M. DAVIS, Manager and Auditor, Santa Maria, Cal.

OPERATED FOR FREIGHT SERVICE ONLY.

Extends from Guadalupe, Cal., to Roadamite, Cal., a distance of 23 miles.

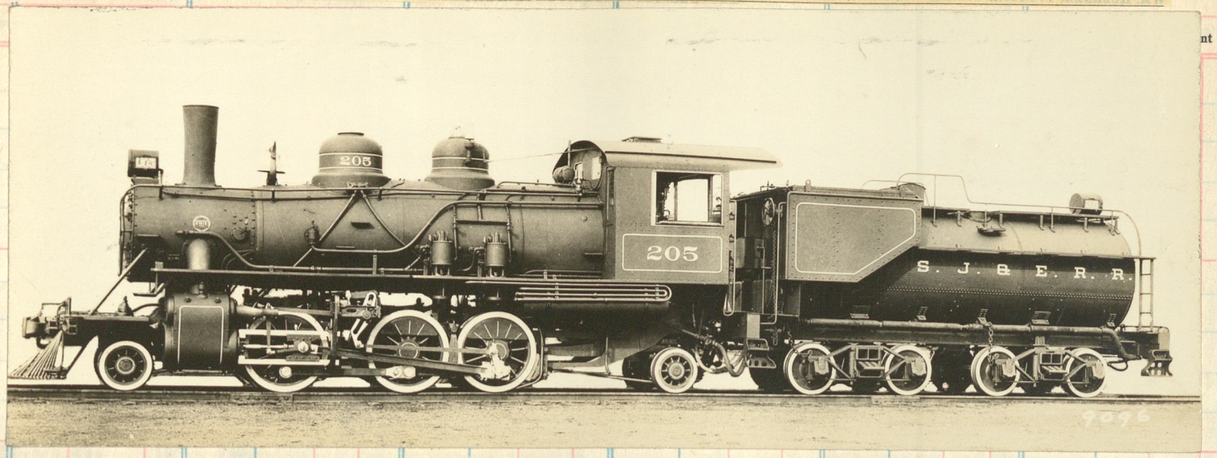
STATIONS { GUADALUPE, ▪BARSUG, ▪BRAGUR, ▪IREMEL, ▪BETTERAVIA, ▪LA VACA, ▪SPRINGER, SANTA MARIA, ▪CUYAMA, ▪NICHOLSON, ▪GATES, ▪MUSCIO, ▪GAINES, ▪ROADAMITE

▪Non-agency stations.

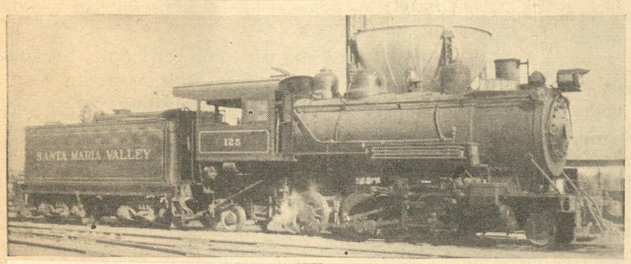
Connection.—At Guadalupe, Cal.—With Southern Pacific Lines.

September, 1933.

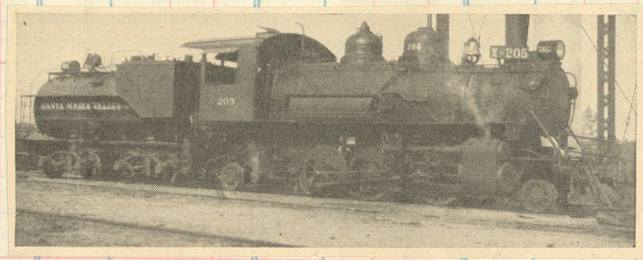
Clos. No. | nt | Clos.No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

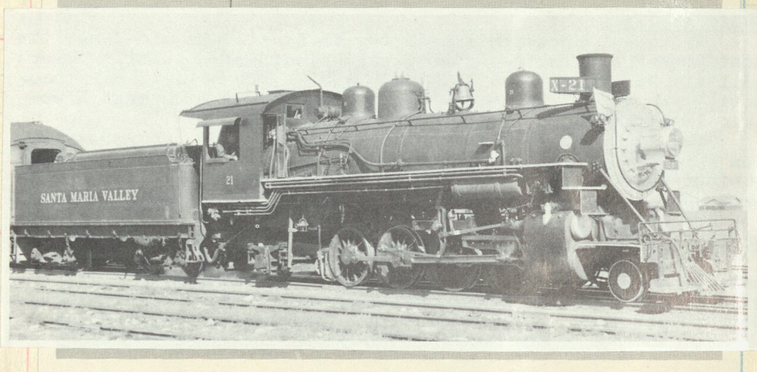


San Joaquin & Eastern #205 from Baldwin in 1924 (c/n 57613) to SMV #205 in 1933

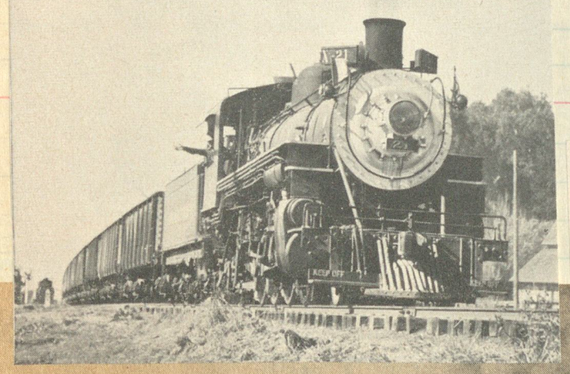


Ex logger, Columbia & Nehalem River #125 blt by Baldwin 1920 c/n52790, sold to SMV 1941.

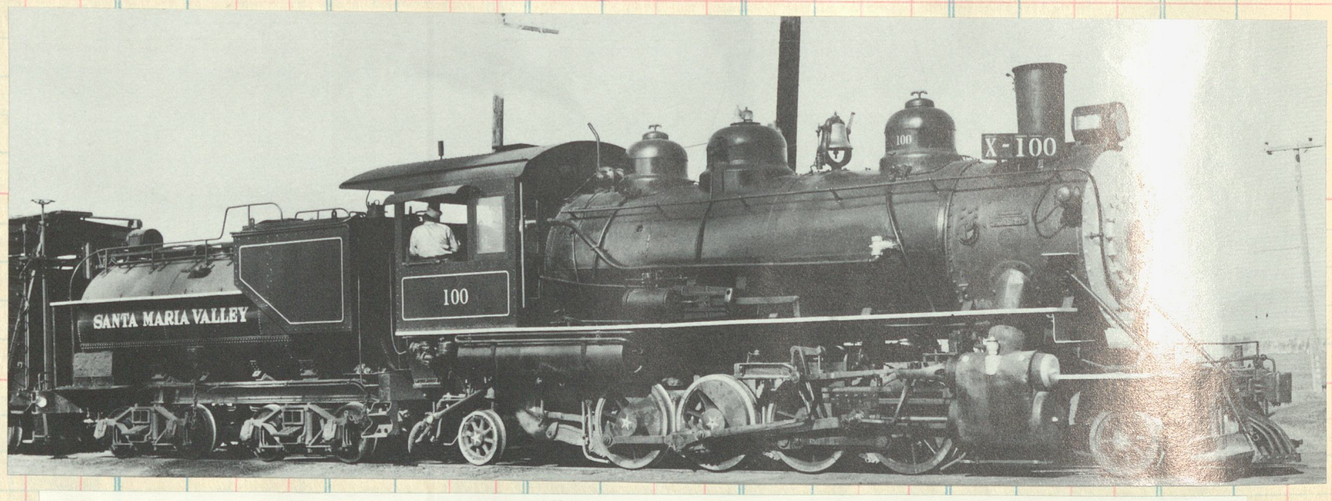




Santa Maria Valley Railroad, 21, 230, Santa Maria, California. March 15, 1949. Passenger

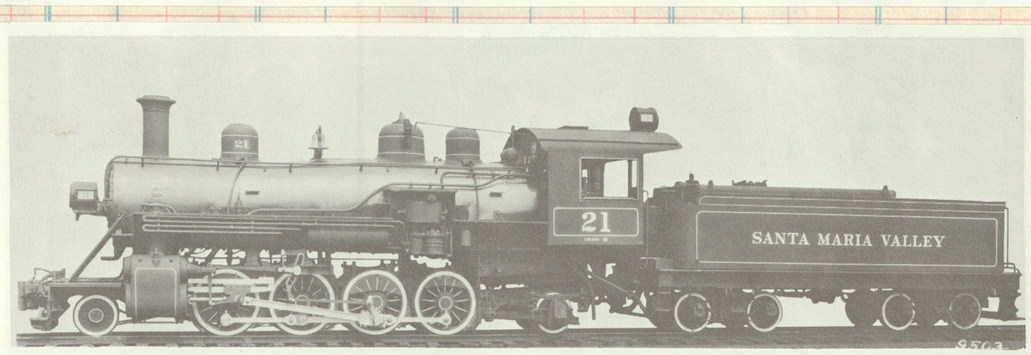


←Mikado 21 again, this time wheeling sugar beets from the Southern Pacific Coast Line connection at Guadalupe (near San Luis Obispo) to the Union Sugar Company's plant at Betteravia. In common with the motive power of the line it interchanges with, Santa Maria Valley No. 21 features train number boards by her stack and a silvered smokebox door.



The 100 was built by Baldwin 1926 (c/n 59284) as # 4 of Chas E. McCormick Lbr Co, then Pope-Talbot Lbr Co #100, in 1942 to SMV #100.

Working on the White Mountain Scenic line

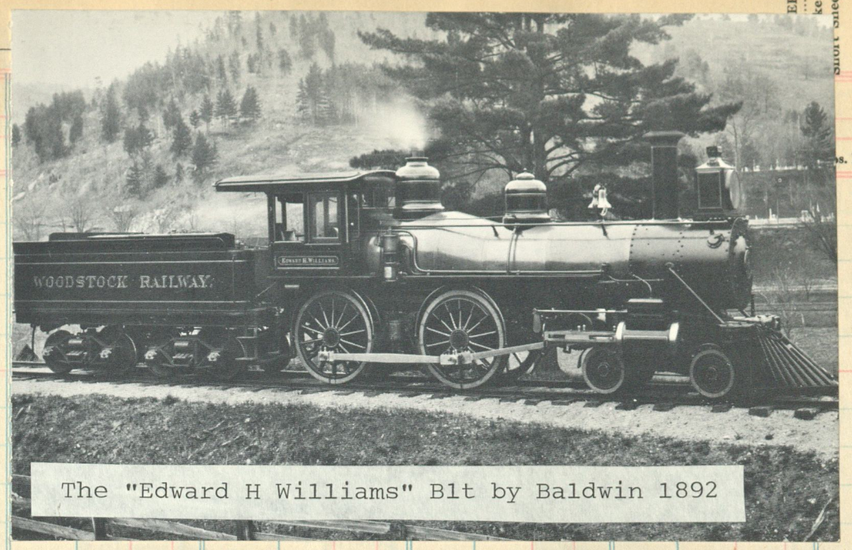


Santa Maria Valley #21, 1925, 2-8-2 type. Baldwin C/N 58368

Woodstock Ry

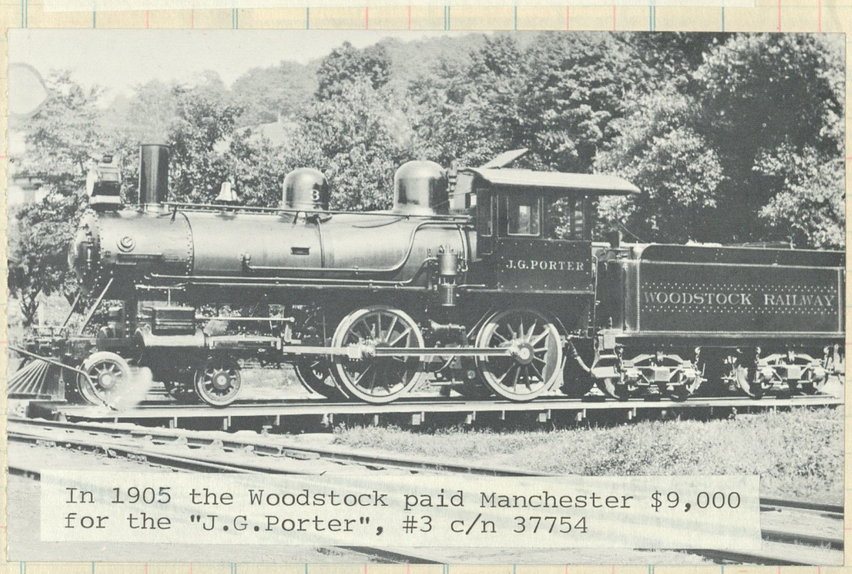
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Second No 1, the "A G Dewey" came to the Woodstock in 1882. Built by Rhode Island (c/n 416) in 1872 as South Eastern "Newport"

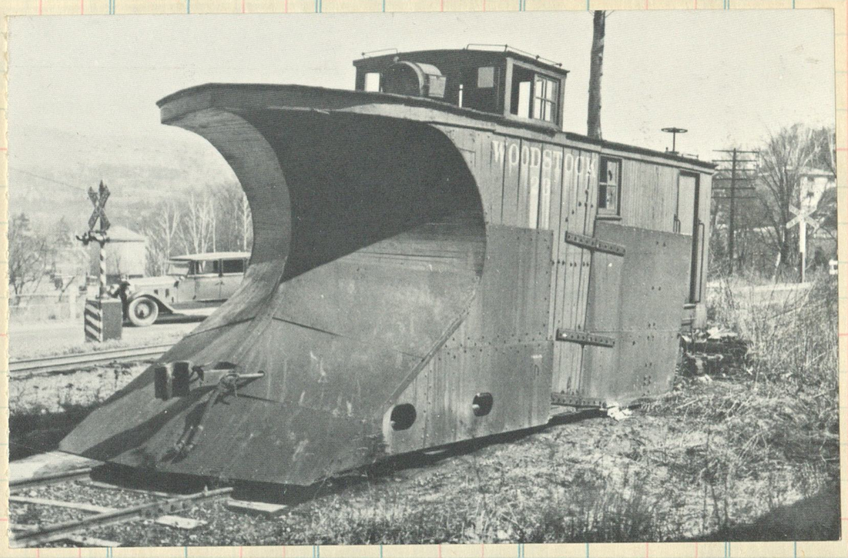


The "Edward H Williams" Blt by Baldwin 1892

C/N 12458



In 1905 the Woodstock paid Manchester $9,000 for the "J.G.Porter", #3 c/n 37754



During the long New England winter's this old wedge plow must have seen plenty of service. Woodstock bought it from the Central Vermont in 1909 and used it up to 1933 when it was sold to the West River.

Woodstock to White River Jct
13.88 mi
Abandoned 1933

166

New Yo COLUMBIA, NEWBERRY & LAURENS R. R. Co. T SALES AT

SELLER
DATE
FORM

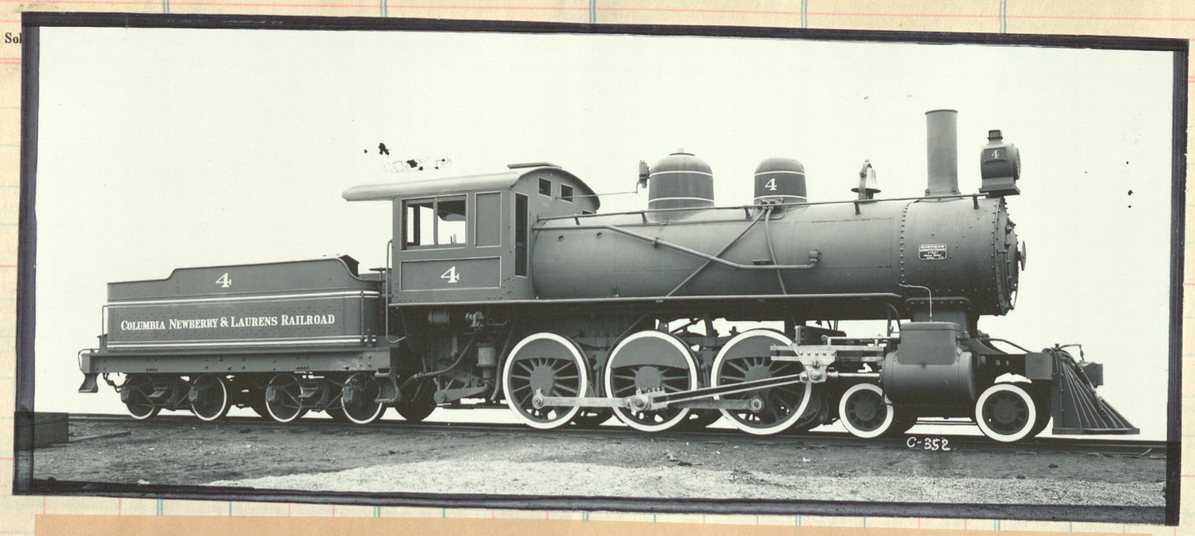
COLUMBIA, NEWBERRY & LAURENS RAILROAD.

J. P. TAYLOR, Prest. and Gen. Mgr., Columbia, S.C.
J. B. S. LYLES, V-P. & Gen. Counsel, "
C. P. SEABROOK, Sec'y and Treas. "
J. T. STEWART, Auditor, "
C. McD. DAVIS, Traffic Manager, Wilmington, N.C.
E. A. TARRER, Commercial Agent, Columbia, S.C.
A. L. ROGERS, Trav. Fht. Agt., Florence, S.C.
J. D. BOLAND, Trav. Fht. Agt., Clinton, S.C.
R. T. SINCLAIR, Fht. Claim Agt., Wilmington, N.C.
W. R. HUMPHLETT, Master Mechanic, Columbia, S.C.
F. J. REDDICK, Roadmaster, Newberry, S.C.

Connections.—[1]With railroads diverging. [2]With Seab. Air Line Ry. [3]With Charles. & West. Car. Ry. [4]With So. Ry.

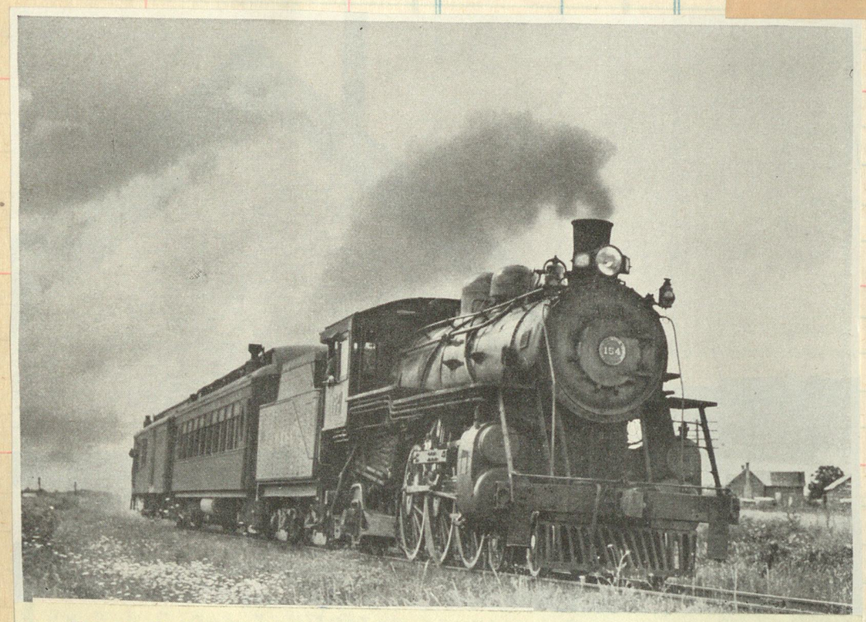
		•12	Mls	January 14, 1934.	•13		
		A M	0	lv. + Columbia[1] δ arr.	P M		
		*3 30	1.6	....Gervais Street.. δ	5 15		
		4 00	10.6	..... Irmo.....	4 50		
		4 15	18.1	.....White Rock.....	4 33		
		4 32	23.0	..... Chapin ..... δ	4 25		
		4 48	28.5	...Little Mountain.. δ	4 14		
		5 11	35.9	+.. Prosperity[4] .. δ	3 55		
		5 37	43.1	+... Newberry[4]... δ	3 35		
		6 07	50.1	.....Kinards..... δ	2 50		
		6 17	59.6	..... Goldville ..... δ	2 42		
		6 49	65.8	+.... Clinton[2] .... δ	2 23		
		7 10	75.0	+....Laurens[3].... δ	*1 45		
		A M	....	ARRIVE }	LEAVE	P M	

Trains marked * run daily. • Mixed train. + Coupon stations. δ Telegraph stations. STANDARD—Eastern time.

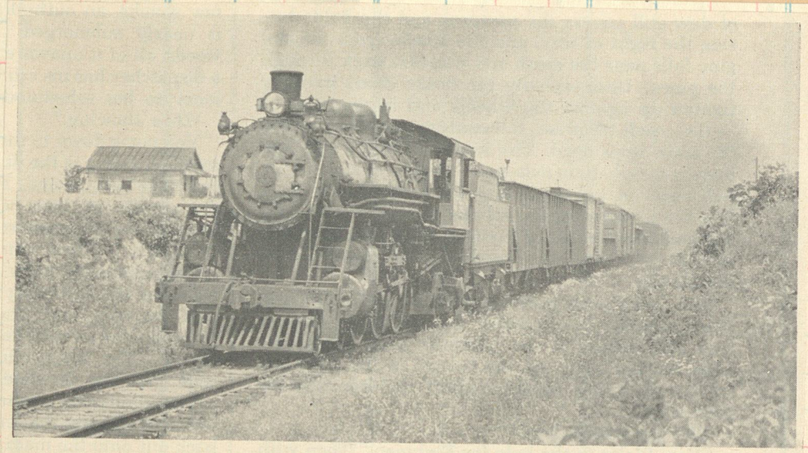


Cooke delivered this handsome Ten Wheeler in 1910 -- c/n 47621

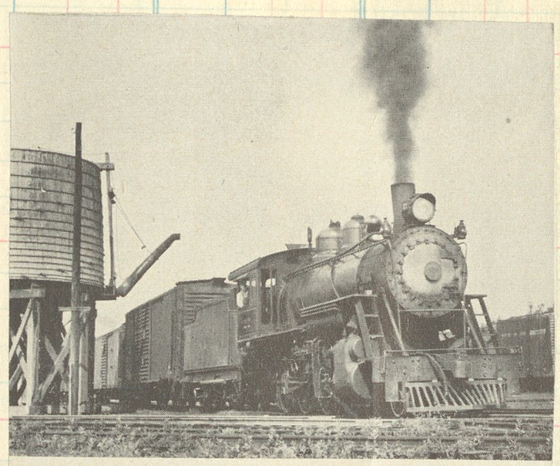
Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



Ex F.E.C. 4-6-2 #154 (Schenectady 1922 c/n 63263) racing into Laurens. Went to A&StAB #154 in 1935 and then to CN&L in 1940.



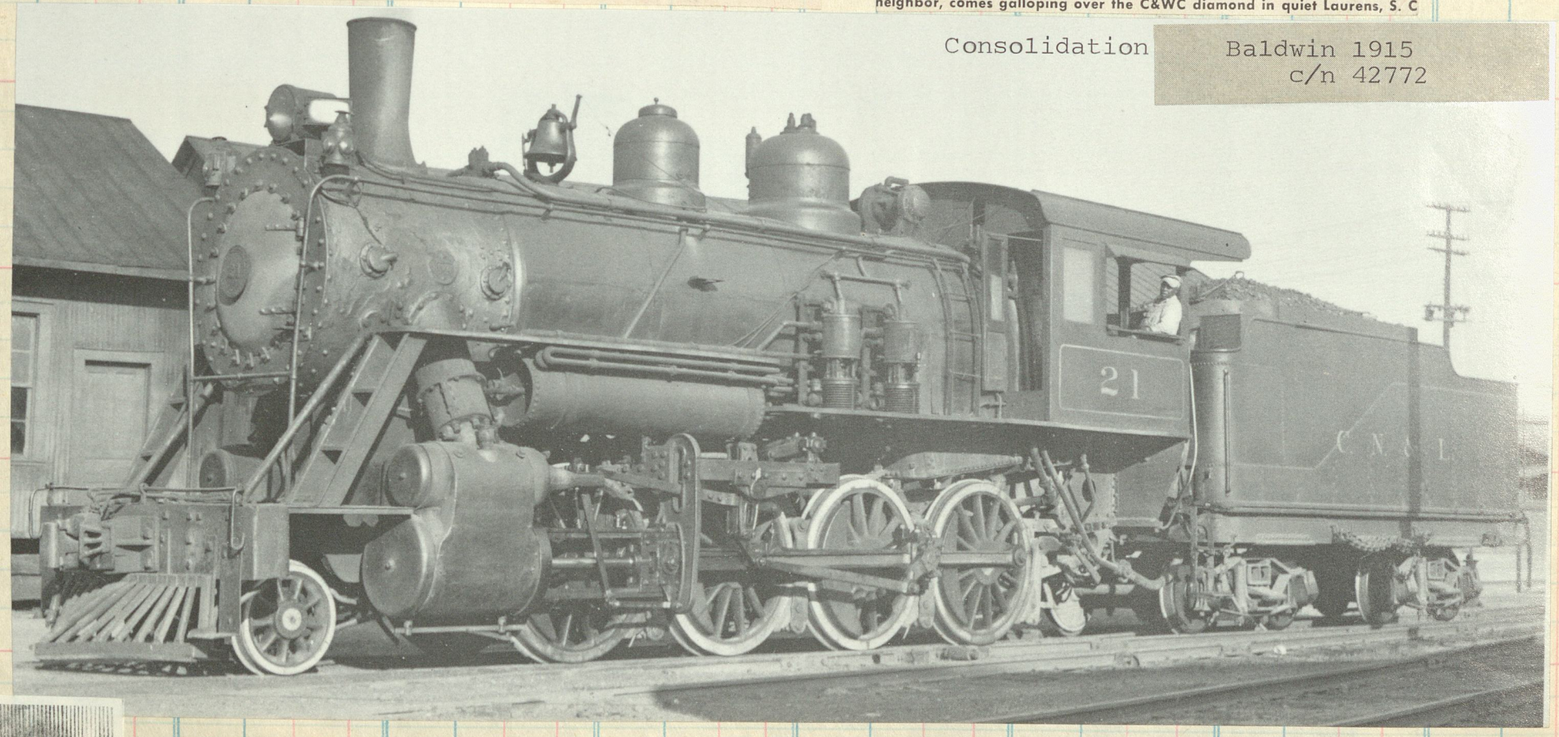
The westbound mixed of the Columbia, Newberry & Laurens clears Clinton, S. C., on the advertised as it nears the end of its 75-mile Columbia-Laurens run. The lanky Pacific on the business end, No. 154, is an Alco graduate that originally saw service on the Florida East Coast as a passenger oil-burner.

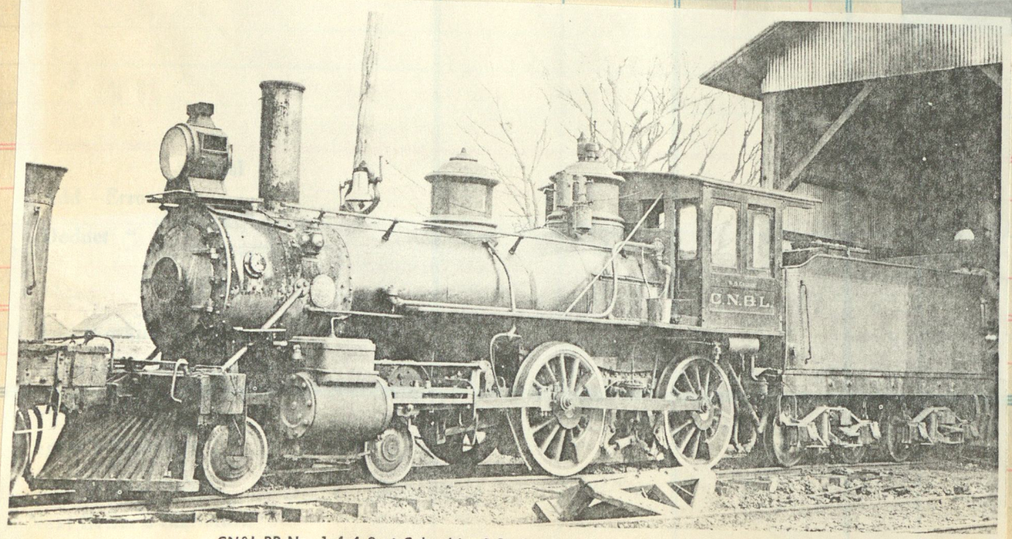


↗A freight on the Columbia, Newberry & Laurens, an ACL-controlled neighbor, comes galloping over the C&WC diamond in quiet Laurens, S. C

Consolidation

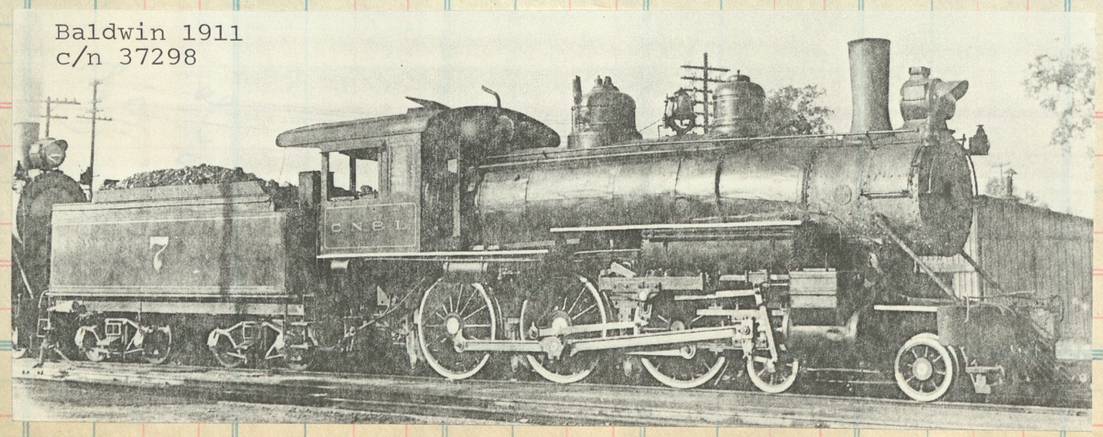
Baldwin 1915
c/n 42772





CN&L RR No. 1 4-4-0 at Columbia, S.C., in 1916 was built by Baldwin in 1889 and carried the name "COLUMBIA" in addition to its road number. *Karl E. Schlachter*

Baldwin 1911
c/n 37298



NEVADA COUNTY NARROW GAUGE

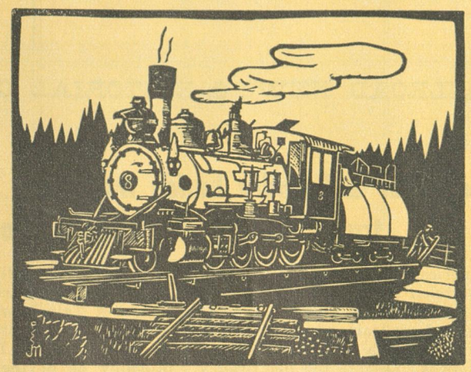
NYCS
A P A-46

(Eureka 2353)
A.

CUT HERE ..... To Make Short Sheet

154

Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



NEVADA COUNTY NARROW GAUGE RAILROAD CO.
J. E. TAYLOR, President and General Manager, Grass Valley, Cal.
Trains leave **Colfax**[1] *6 45 a.m., *1 20, *5 45 p.m. for Grass Valley (15 miles), arriving Nevada City (21 miles) 8 30 a.m., 2 42, 7 07 p.m. Returning, leave Nevada City *4 30, *11 05 a.m., *3 45 p.m., arrive Colfax 5 55 a.m., 12 30, 5 10 p.m.
* Daily. *September* 24, 1933.
Connection.—[1] With Southern Pacific Lines. *Pacific time.*

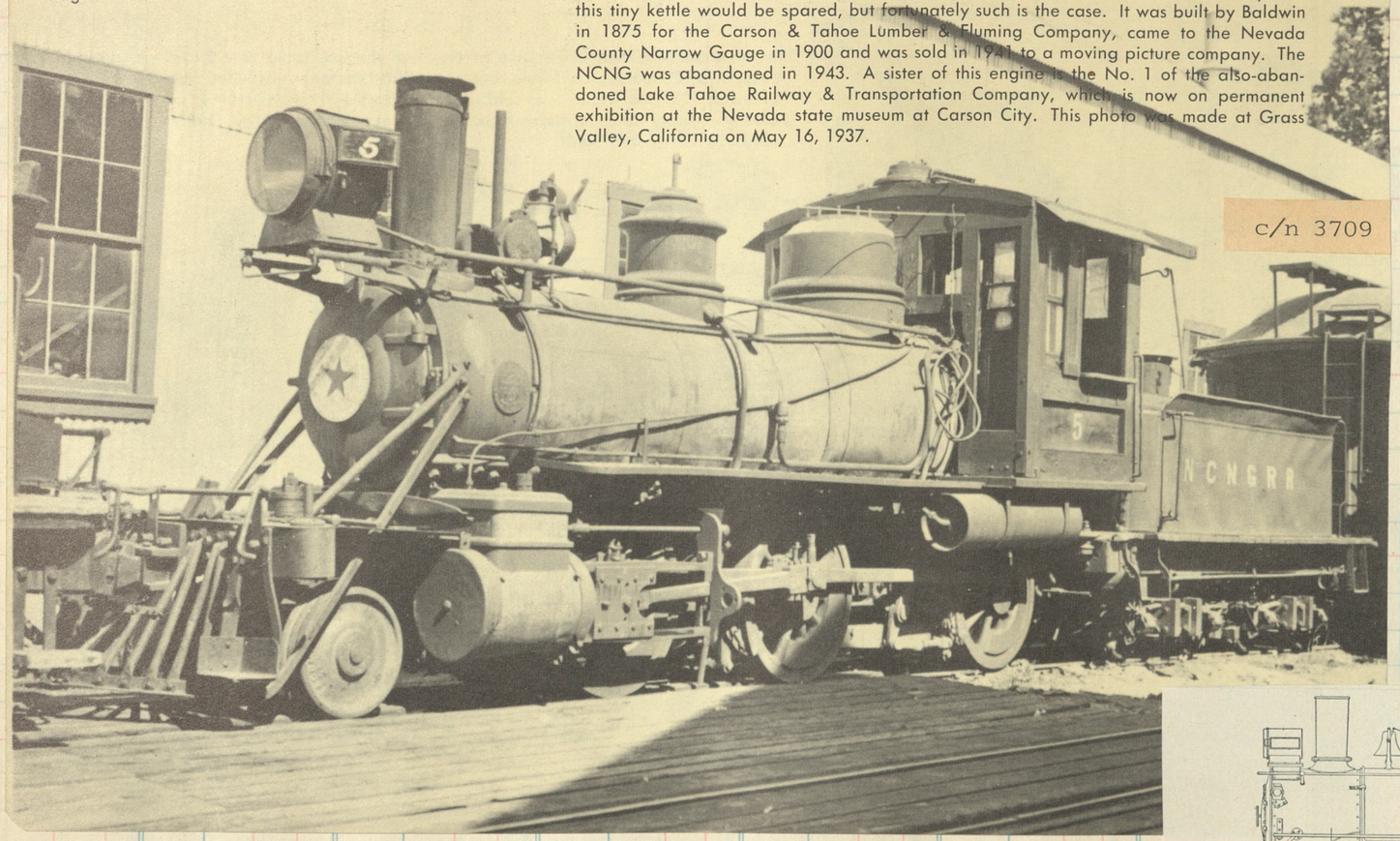
(2) The Nevada County Narrow Gage was incorporated in 1874, opened 2 years later from Colfax to Nevada City, Calif., 21 miles, where it still operates. It is 3-ft. gage, uses 35-50 lb. rail, has 4 locomotives and 61 cars. The road and equipment are valued at $774,520, and total assets are $801,527. In 1932 its operating deficit was $167, which left it $164,544 in the red. It is owned by the San Francisco-Sacramento RR. It has paid no dividends since 1918, when it returned 2% (the highest was in 1906—10%).

#9 slowly leads her train across Bear River Bridge. Completed in December 1908, was 811' long and 173' high.

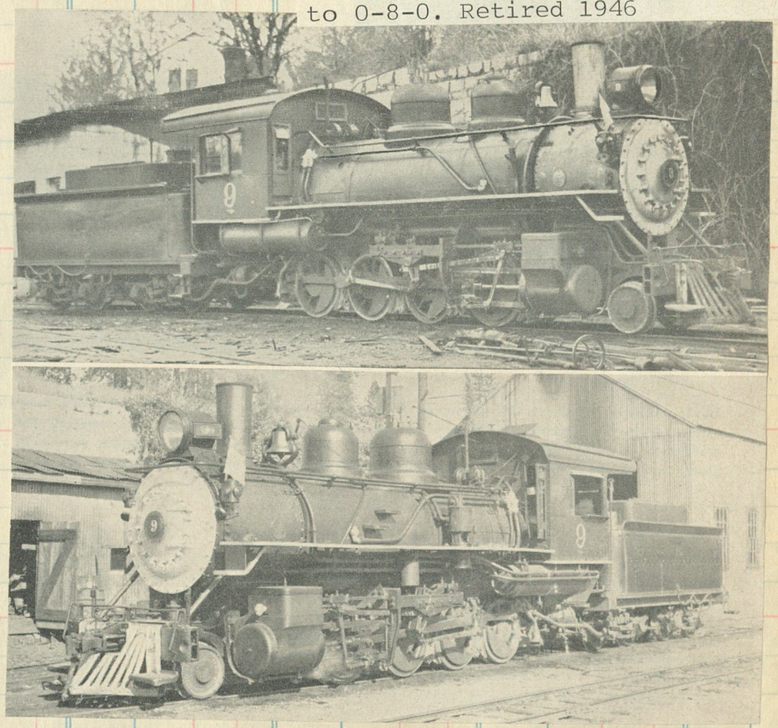
A nicely proportioned Consolidation for 3' gauge. #9 was built by Baldwin in 1914 as N.C.O.#14 c/n 41300. In 1928 became S.P.#1, then sold to NCNG as #9 in Dec 1933. In July '42 purchased by Dulien Steel Co who immediately sold it to the U S Navy at Pearl Harbor, Oahu. Converted to to 0-8-0. Retired 1946

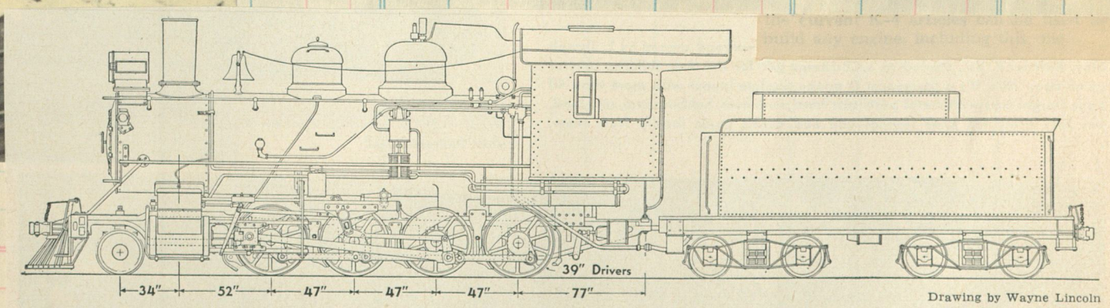
Page 24

In this day of wholesale destruction of steam locomotives, it would seem unlikely that this tiny kettle would be spared, but fortunately such is the case. It was built by Baldwin in 1875 for the Carson & Tahoe Lumber & Fluming Company, came to the Nevada County Narrow Gauge in 1900 and was sold in 1941 to a moving picture company. The NCNG was abandoned in 1943. A sister of this engine is the No. 1 of the also-abandoned Lake Tahoe Railway & Transportation Company, which is now on permanent exhibition at the Nevada state museum at Carson City. This photo was made at Grass Valley, California on May 16, 1937.

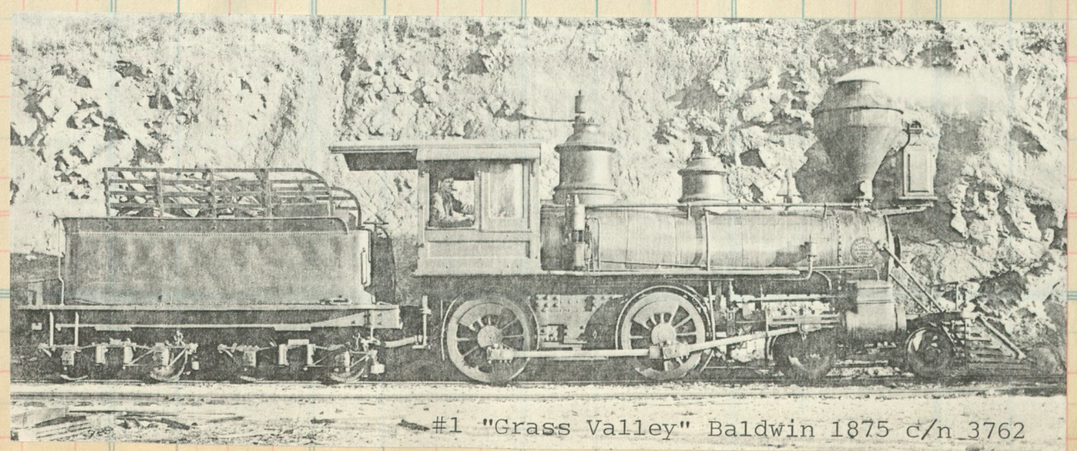


c/n 3709

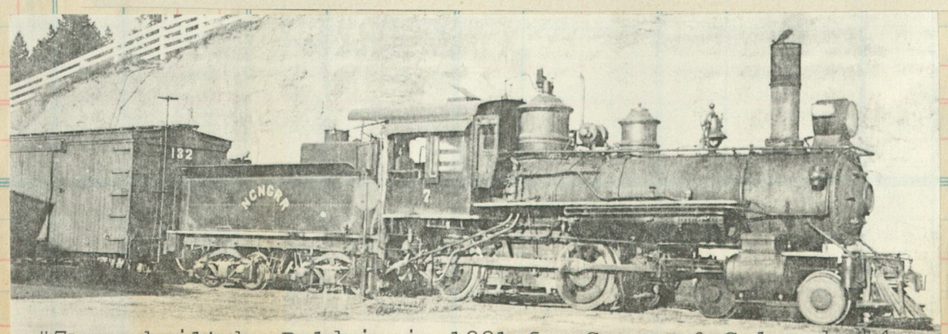




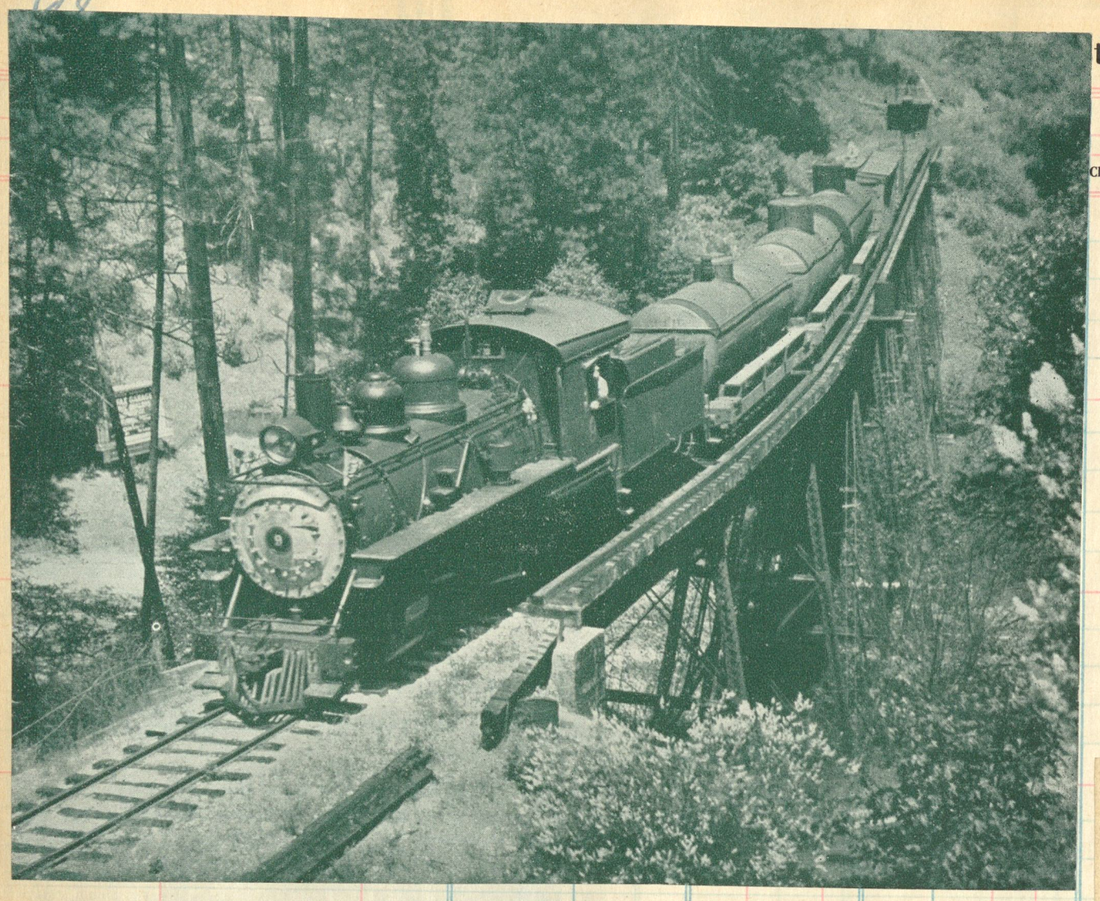
Drawing by Wayne Lincoln



#1 "Grass Valley" Baldwin 1875 c/n 3762



#7 was built by Baldwin in 1881 for Carson & Colorado #4 the CHURCHILL. To NCNG #7 in 1929 for $600.



The old gallows merry go round at Nevada City

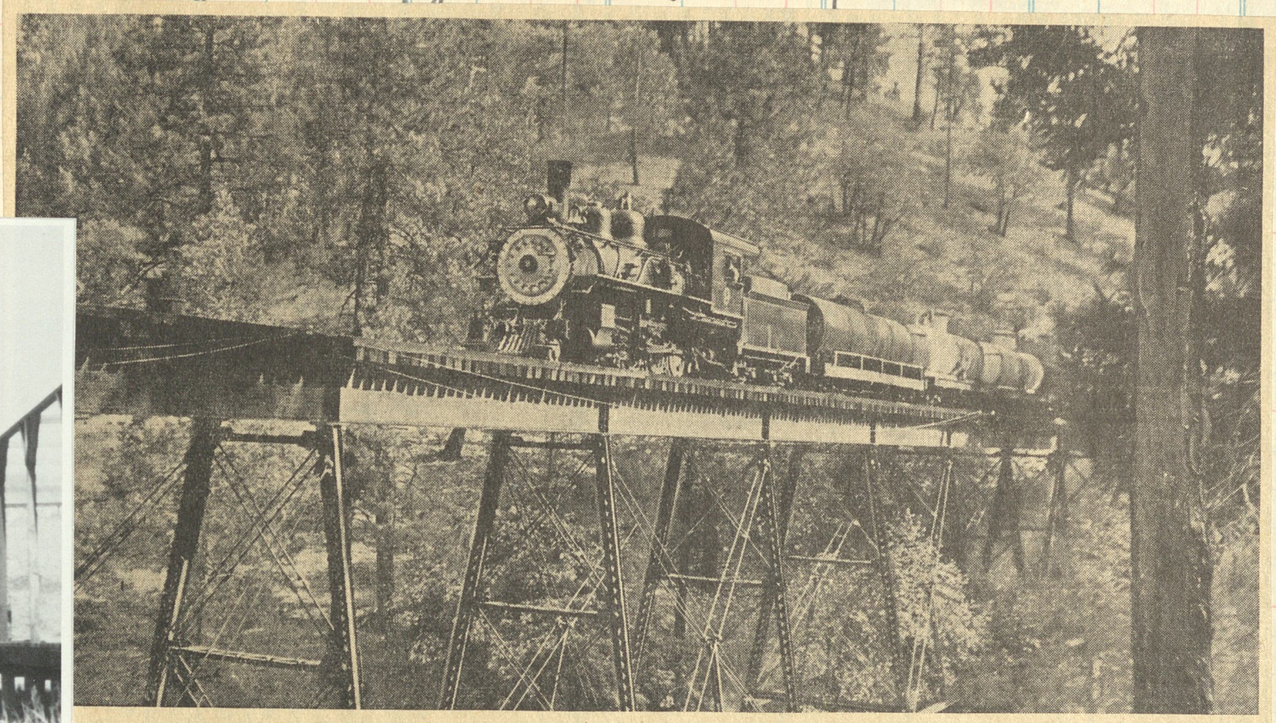


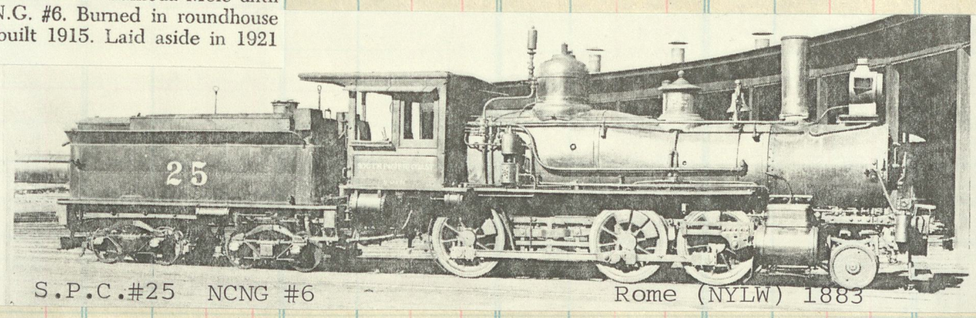
Photo by S. G. Morley, 2635 Etna St., Berkeley, Calif

Nevada County narrow-gage Number 9 hauls a string of tank cars over U.S. Highway 40 at Colfax, Calif.

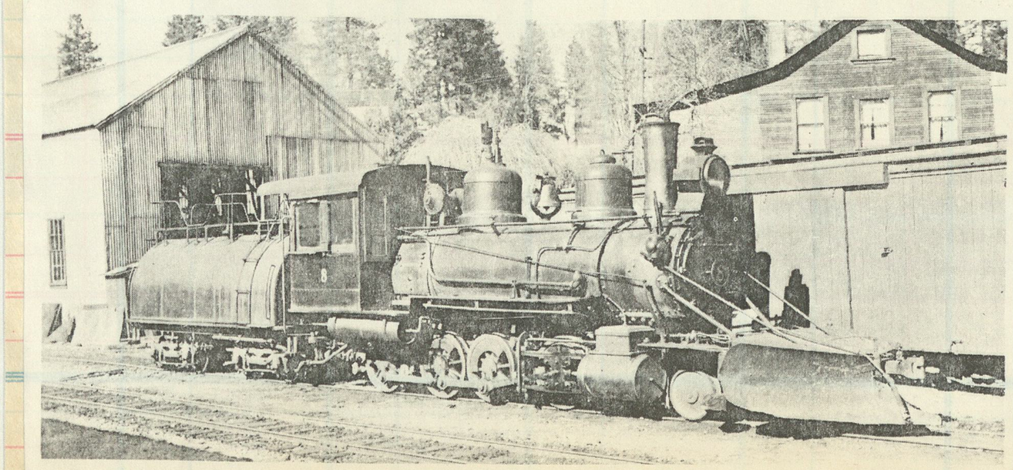
Ted Wurm sent in these views of the tank car train on the Nevada County Narrow Gauge. The first picture shows the arrival of the train at Chicago Park. The train is pulled by #8 (former D&RGW #382). The other photo shows the same train pulling away from Chicago Park. The photos were taken in the late 1930's by George Henderson. *Photos, collection of Ted Wurm.*

Built by Baldwin 1880 as D&RG #283. Sold to NCNG in 1933 noed 8. To the Dulien Steel Co 1942. To Pacific Portland Cement Co., Plaster City, Calif in 1943. Retired 1950

Built as Cincinnati Northern Ry. #9; to Toledo, Cincinnati & St. Louis #49; to Portland & Willamette Valley #3, 1/1887; to South Pacific Coast R.R. #25, 4/1897; to Mitchell Mining Co. for La Dicha & Pacific R.R. #1; not delivered—stored on Alameda Mole until 7/1915; sold to N.C.N.G. #6. Burned in roundhouse fire of 8/29/1915. Rebuilt 1915. Laid aside in 1921 and scrapped in 1936.



S.P.C.#25 NCNG #6 Rome (NYLW) 1883



Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

NEW YORK, WESTCHESTER & BOSTON RAILWAY COMPANY.

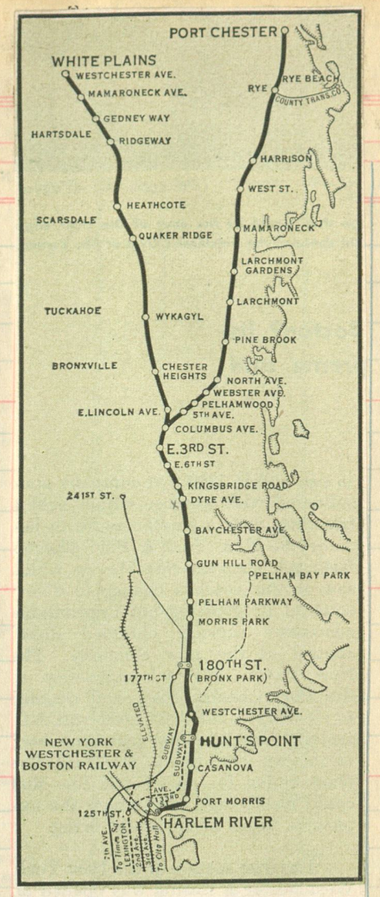
A Multiple Unit Train on the New York, Westchester & Boston

1922

4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

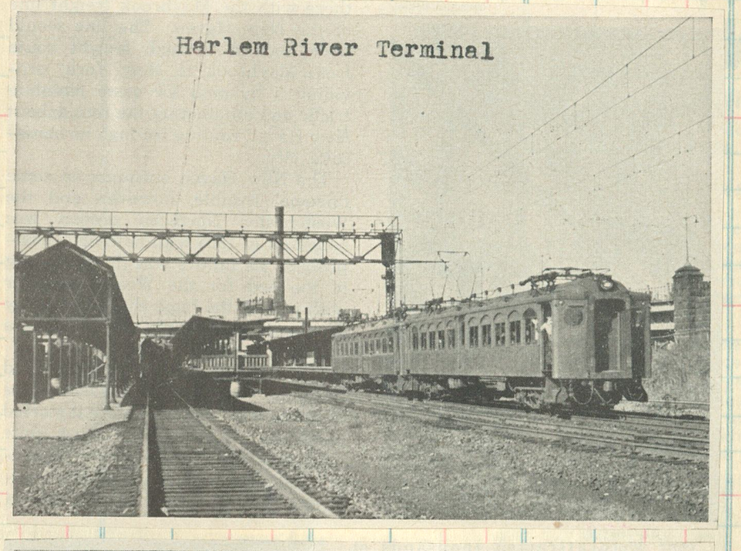
Sold	Amount	Clos. No.	Sold	Amount

159

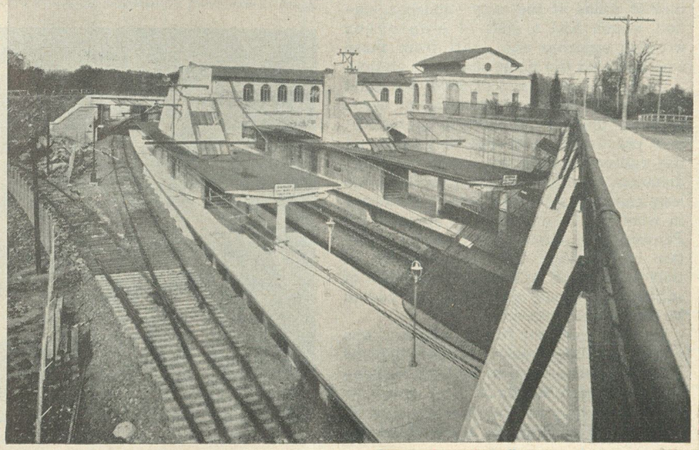


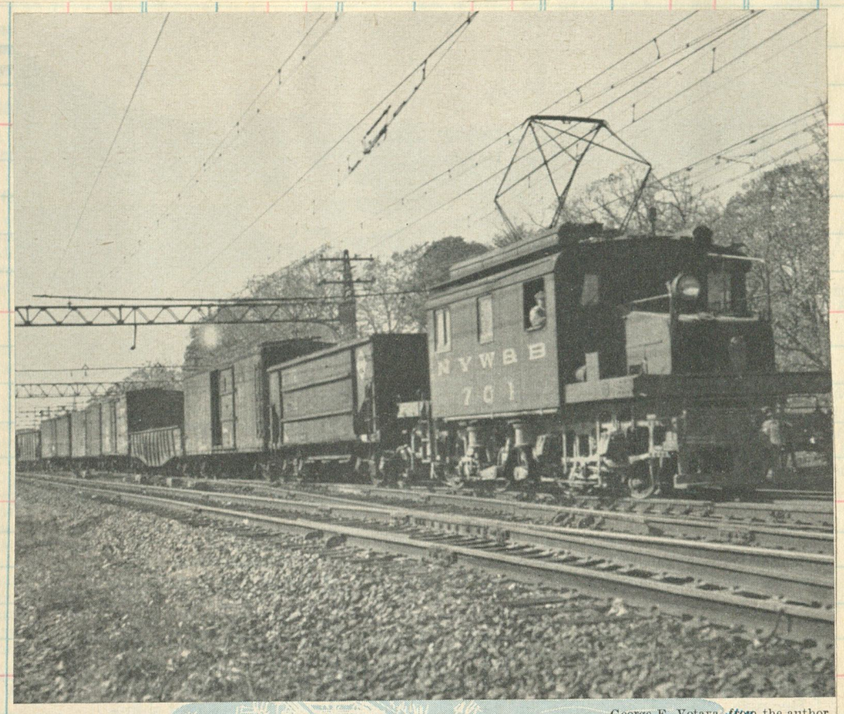
The dream of an electric railway of high capacity serving Westchester County, N. Y., was a vivid one, and the New York, Westchester & Boston was built accordingly. Mammoth and monumental stations served modern multiple-unit trains which operated on heavy double track. But the Westchester lacked a fertile territory at the outset, and it couldn't get enough business to establish itself and then help its trackside communities to prosper.

Harlem River Terminal



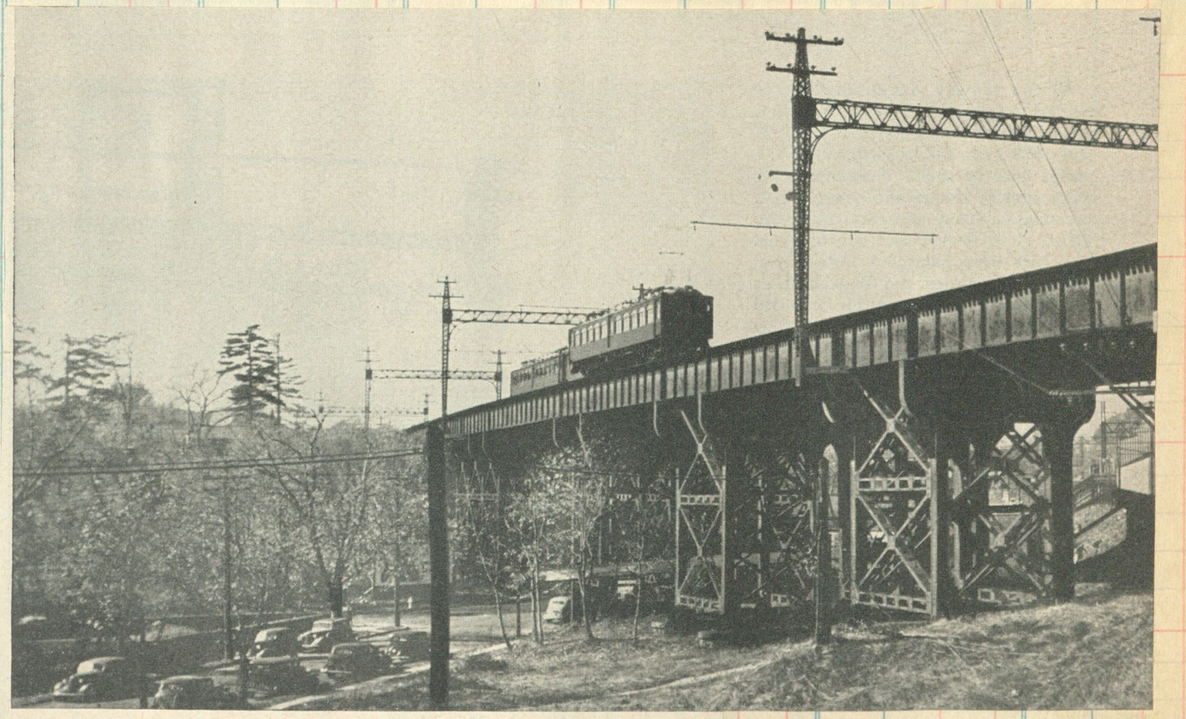
One of the massive stations, Heathcote, on the White Plains line





George E. Votava, from the author.

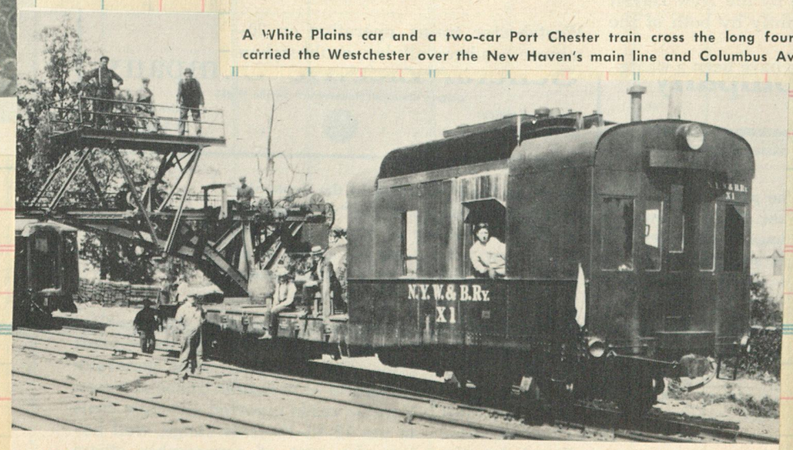
Freight service on the New York, Westchester & Boston was very light; there were few on-line industries. No. 701 is at Mt. Vernon Junction.



A White Plains car and a two-car Port Chester train cross the long four-track structure that carried the Westchester over the New Haven's main line and Columbus Avenue in Mt. Vernon.

New Haven work train removes Westchester rails at Mt. Vernon, N. Y., in June of 1942.

Service discontinued 1937



LINE CAR X1 of New York, Westchester & Boston had a combination wireman's platform and light-duty crane at the rear and a Pressed Steel Car Co. flat car for an underframe. The internal machinery was identical to that in GE railcars. X1 lasted as a maintenance car until 1943.

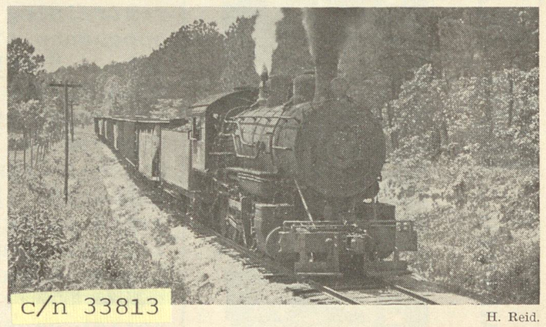
160

New Yo[illegible] AT

SELLER
DATE
FORM DESTINATIO

#19, a 2-8-2 blt for the Woodward Iron Co by Baldwin in 1906, c/n 29383, as #19.

Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



c/n 33813

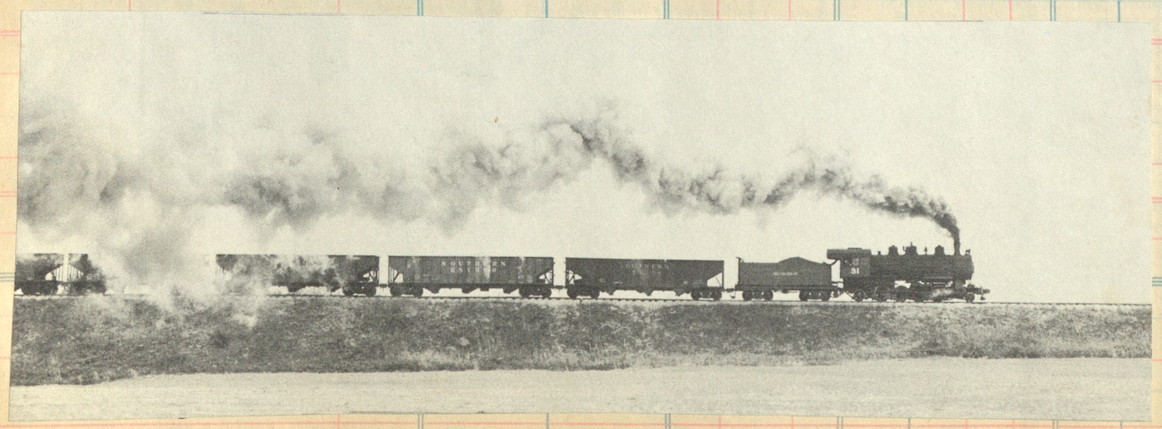
H. Reid.

IN January 1962 Rockton & Rion, a 12-mile South Carolina short line, purchased Woodward Iron Mike 31, a 1912 Baldwin.

All photos, William J. Husa Jr.

ROCKTON & RION is a 12-mile South Carolina short line that proclaims itself in "intrastate freight service only." Baldwin Mike 19 is backing empty gons from Southern connection at Rockton, S. C., to a quarry.

Rock Rion SC
1



Total Accounted for

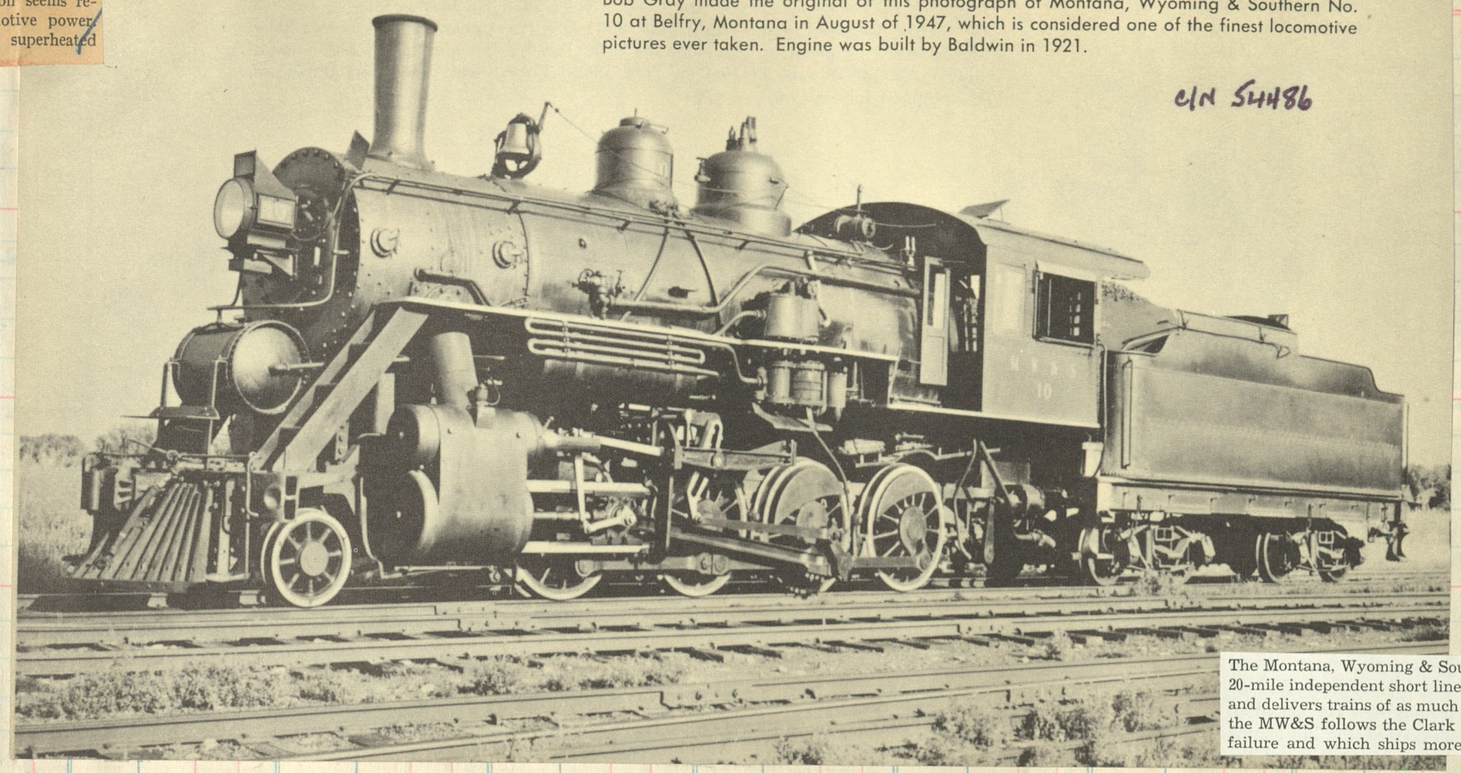
NYCS 4-46 1000 bks

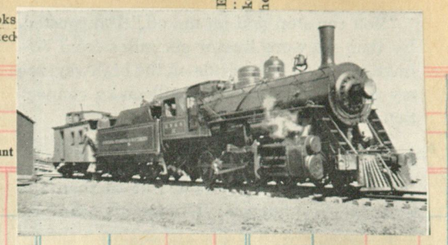
R. P., Ogden, Utah.—The Montana, Wyoming & Southern was incorporated in 1909 to succeed the Yellowstone Park RR, and it runs from Bridger to Washoe, Mont., 26 miles. It is projected to Cooke City, but what with steadily decreasing revenues in recent years, its extension seems remote. We have no data on its motive power. No. 10, we're informed, is a small superheated 2-8-0.

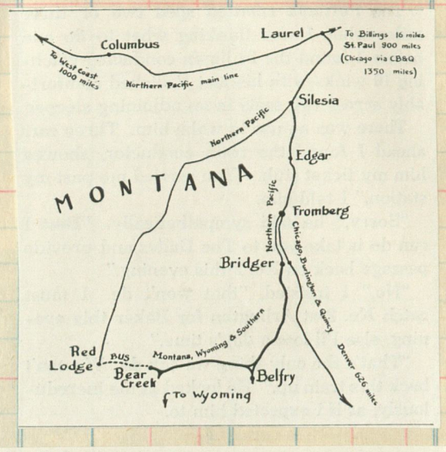
MONTANA, WYOMING & SOUTHERN RAILROAD COMPANY.

Bob Gray made the original of this photograph of Montana, Wyoming & Southern No. 10 at Belfry, Montana in August of 1947, which is considered one of the finest locomotive pictures ever taken. Engine was built by Baldwin in 1921.

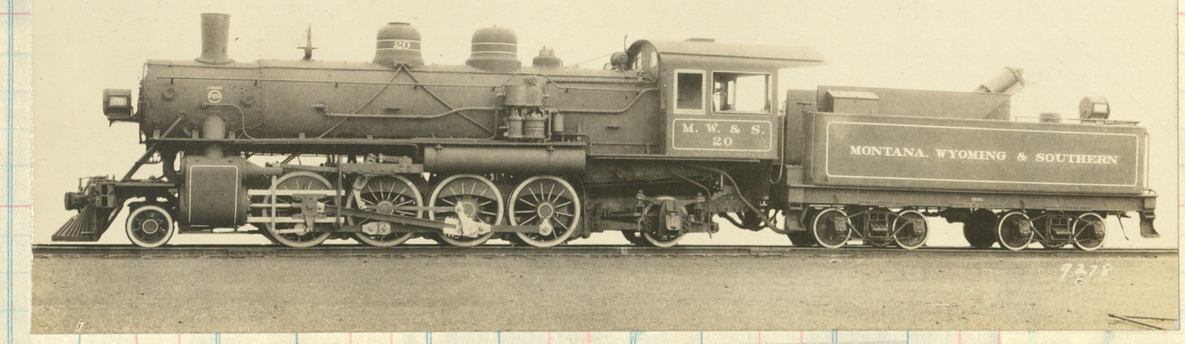
C/N 54486







The Montana, Wyoming & Southern Railroad does not go to Wyoming, let alone points south of there. The 20-mile independent short line was constructed to serve the Bear Creek coal field in south-central Montana, and delivers trains of as much as 100 cars of coal to the Northern Pacific at Bridger. From Bridger to Belfry the MW&S follows the Clark Fork River in a fertile, well irrigated valley which has never known a crop failure and which ships more than 200 cars of sugar beets a year over the railroad. The early McKeen



A light 2-8-2 delivered by Baldwin 1924

c/n 57975

162

CADIZ RAILROAD COMPANY.

SELLER

DATE

Cadiz Railroad Company.

J. P. White, President and Auditor.....Cadiz, Ky.
B. T. White, Vice-President..... "
W. C. White II., General Manager & General Freight and Passenger Agent..... "
H. S. White, Secretary..... "
Miss B. M. Shaw, Treasurer..... "

Miles of road operated, 10.49; gauge, 4 ft. 8½ in.; *Equipment*—Locomotives. 2.

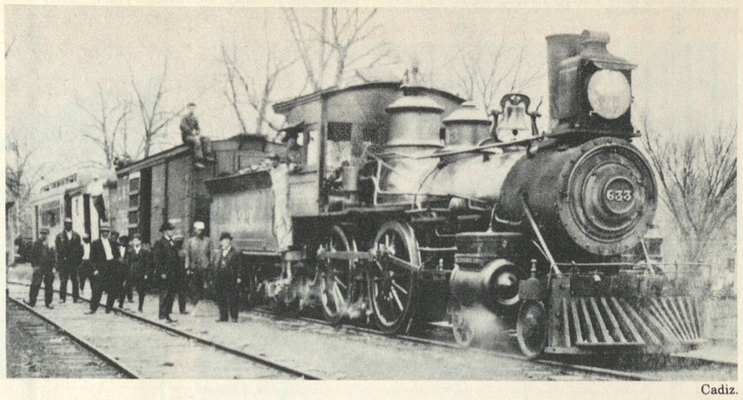
Railway Express Agency, Inc., operates over this line. No Sleeping Car Co. operates over this line.

Limit of load allowed to pass over this line in excess of marked capacity, 10 per cent.

Freight cars owned are not employed in Commercial Service.

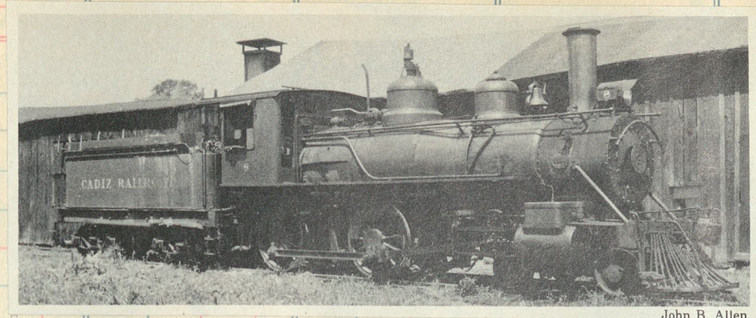
FREIGHT CONNECTIONS AND JUNCTION POINTS.

Illinois Central—
Gracey, Ky..... *Apr., 1938.*

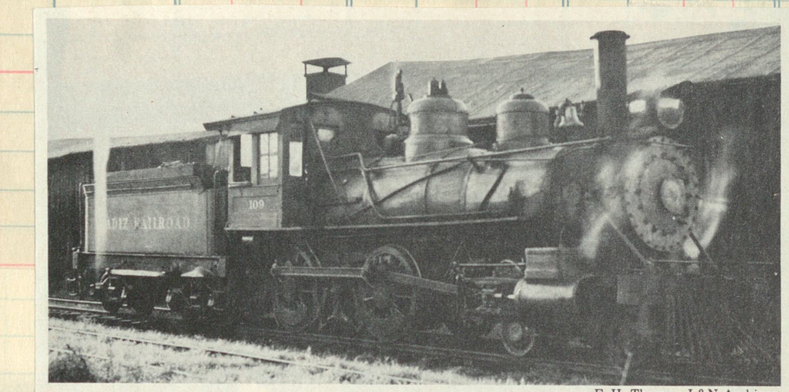


Cadiz.

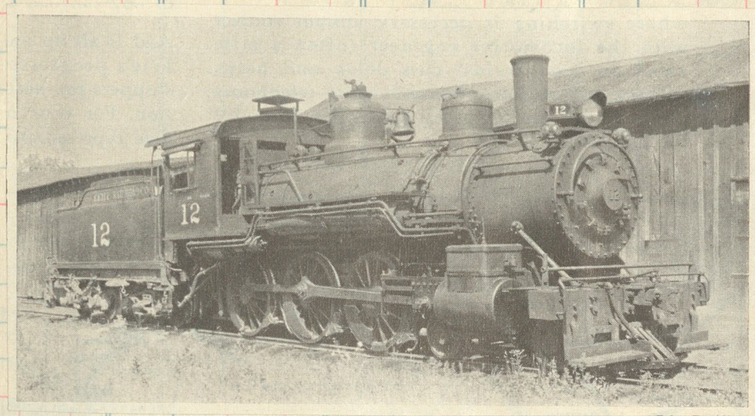
TALL gentleman in dark hat and suit in this rare photo is Cadiz founder W. C. White inspecting the railroad's first locomotive, 1892 secondhand Baldwin 633.



John B. Allen.

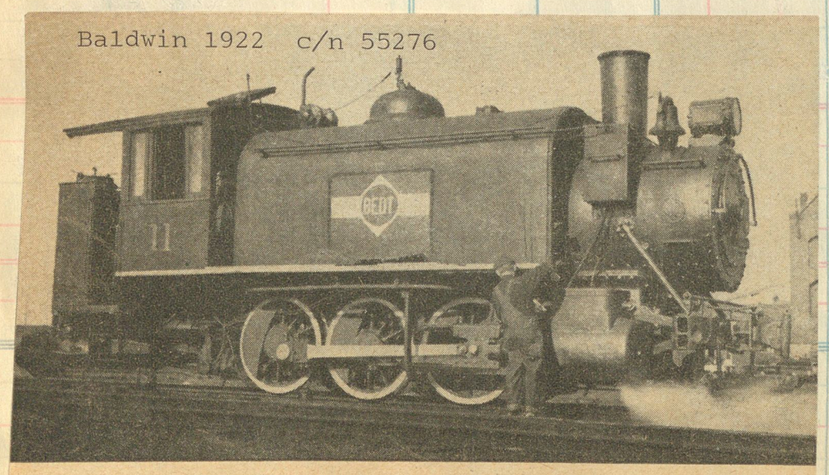


E. H. Thomas, L&N Archives.

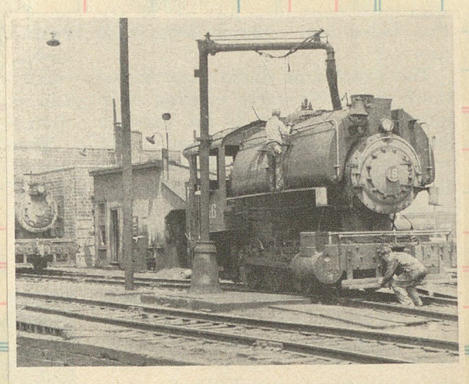


24723

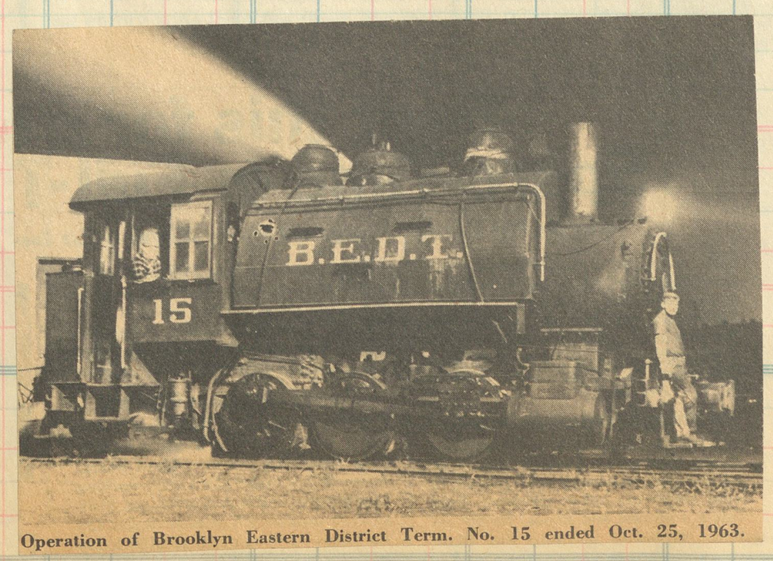
BROOKLYN EASTERN DISTRICT TERMINAL.



Odds against this BEDT oil-burning switcher leaving Brooklyn for a run down the main are 100-to-1: the Brooklyn Eastern District Terminal owns no trackage beyond dockside facilities. Its 3 yards, 8 locomotives and numerous car floats serve 9 eastern carriers



4. STEAM within sight of Manhattan is a claim which BEDT could make on behalf of its fleet of chunky, busy 0-6-0T's.



Operation of Brooklyn Eastern District Term. No. 15 ended Oct. 25, 1963.

CONNECTICUT VALLEY

NYCS A P A-46 — 4-46 1000 bks. (Eureka 2353) Printed in U. S. A.

CUT HERE ... to Make ... ort Sheet

163

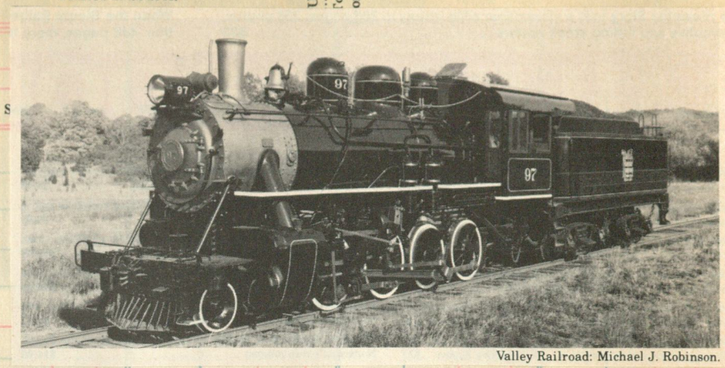
Clos. No.

The Valley Railroad Company
The Connecticut Valley Line

Opened for service 1971

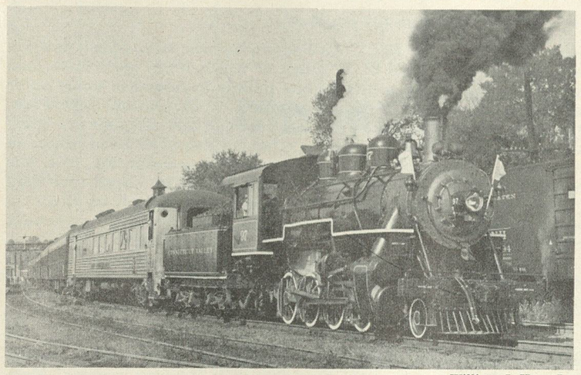
#40 built by Brooks 1920 (c/n 61858) for the Portland, Astoria & Pacific #101. Went to Minarets & Western #101, then to Aberdeen & Rockfish #40, to Conn Valley #40

ISN'T this a pretty sight? On Saturday, June 17, 1978, the 5-mile steam tourist Valley Railroad (Essex-Chester, Conn.) introduces ex-Aberdeen & Rockfish 2-8-2 No. 40 in her first operation in more than 20 years. The little Alco Mike doubleheads with that Valley stalwart, ex-Birmingham & Southeastern 2-8-0 No. 97.



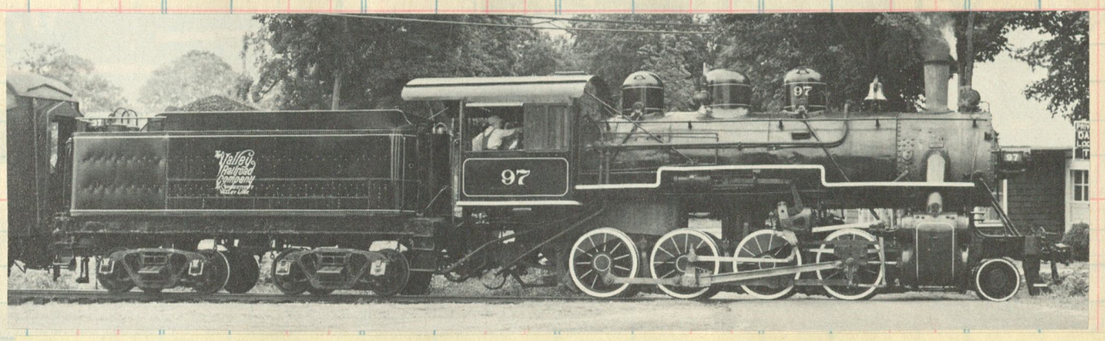
Valley Railroad: Michael J. Robinson.

Remounting the headlight has greatly improved appearence of the 97.

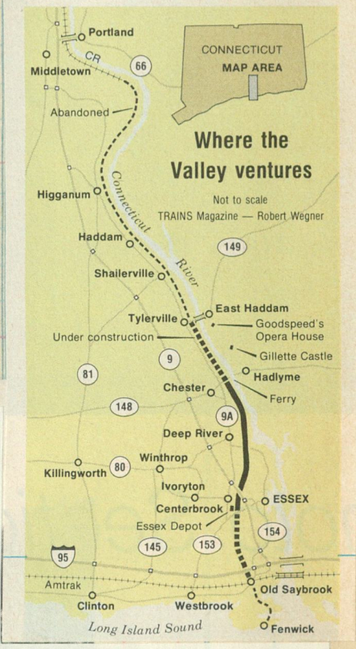


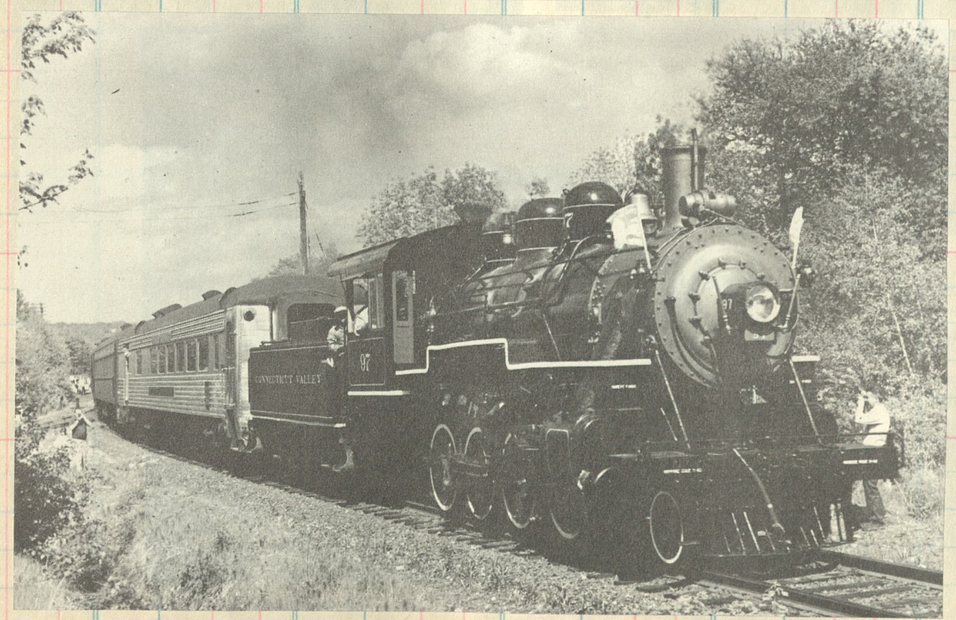
William J. Husa Jr.

WITH white extra flags flapping smartly, Connecticut Valley Railroad Association's 2-8-0 No. 97 (formerly Birmingham & Southeastern) departs Danbury, Conn., for Canaan on the group's New Haven Railroad trip from New York City to the Berkshire Mountains on October 6, 1968.

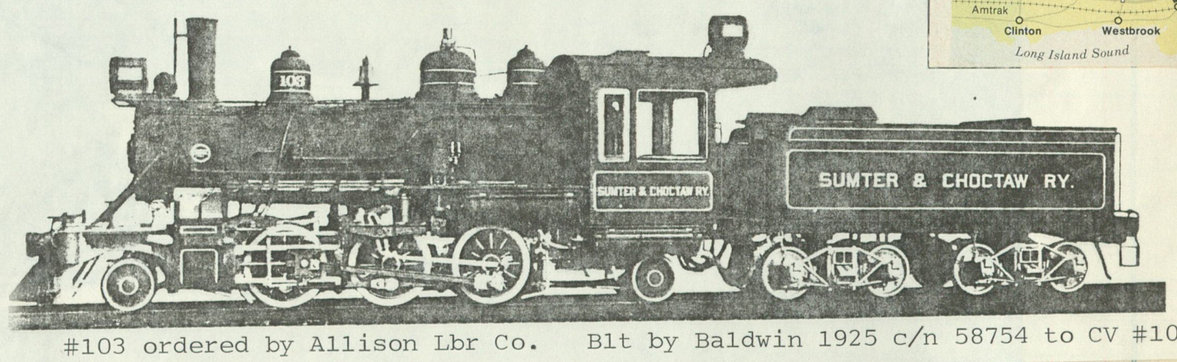


Remaining as a link to the good ol' days, the 97 is still providing pleasure for thousands each year. Built by Cooke 1926 c/n 65188 for the Birmingham & Southeastern #200.





TRIP 8/4/68



#103 ordered by Allison Lbr Co. Blt by Baldwin 1925 c/n 58754 to CV #103

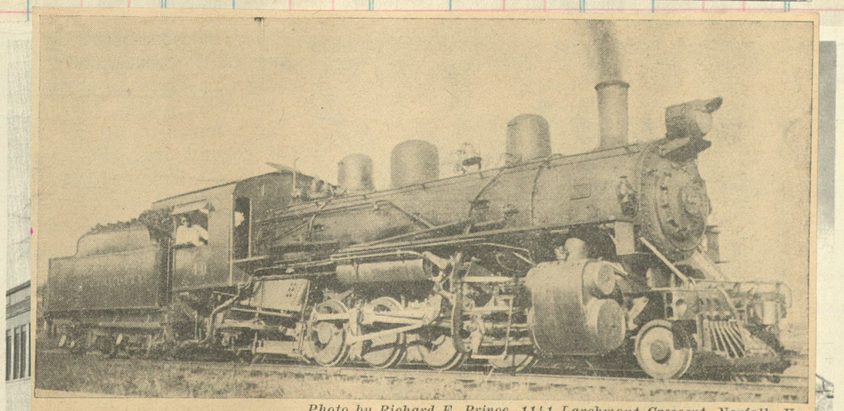


Photo by Richard E. Prince, 1141 Larchmont Crescent, Norfolk, Va.

NUMBER 40 is one of five locomotives operated by the Aberdeen & Rockfish,

#40 built by Brooks 1920 c/n 61859 for the Portland Astoria & Pacific #101. Went to Minarets & Western #101, then to Aberdeen & Rockfish #40, and finally to Connecticut Valley #40, still operational (1985)

#97 DEPARTING ESSEX

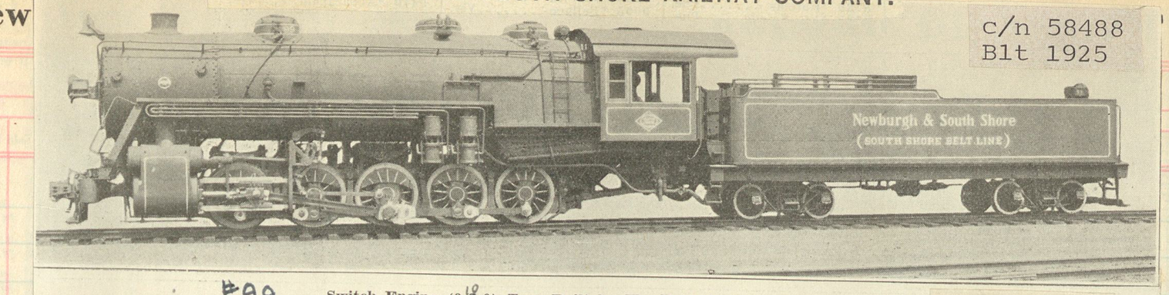
164

New

SELLER
DATE

FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold

THE NEWBURGH AND SOUTH SHORE RAILWAY COMPANY.



c/n 58488
Blt 1925

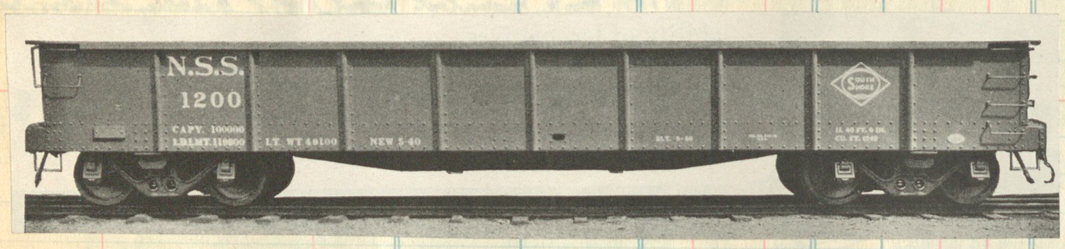
#99 Switch Engine (0-8-0) Type Built by The Baldwin Locomotive Works.

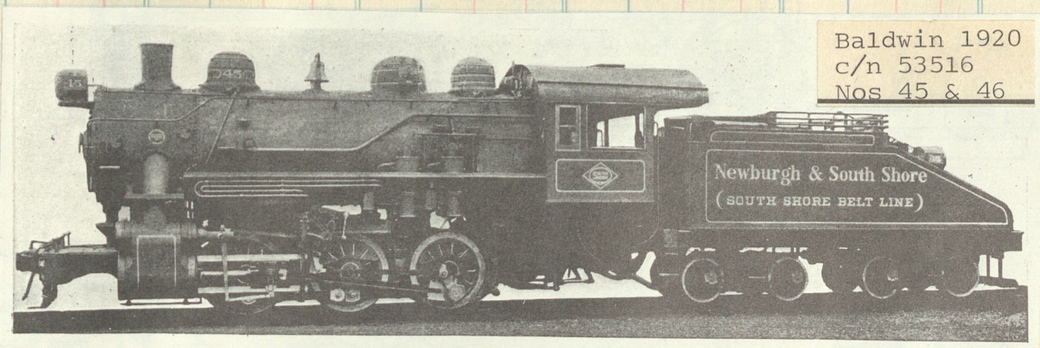
Cylinders, diameter and stroke	27 in. x 30 in.	Fuel	Soft coal
Tractive force	68,850 lb.	Grate area	70.2 sq. ft.
Cylinder horsepower (Cole)	2,624 hp.	Steam pressure	200 lb.
Drivers, diameter	54 in.	Evaporative heating surface	4,084 sq. ft.
Weight on drivers	293,000 lb.	Superheating surface	993 sq. ft.
Driving wheel base	20 ft. 0 in.	Tender capacity	9,000 gal., 16 tons

Operates a Belt Line at Cleveland, O., and Vicinity for handling Freight only in car loads.

cyl 27x30

Sold	Amount	Clos. No.	Sold	Amount

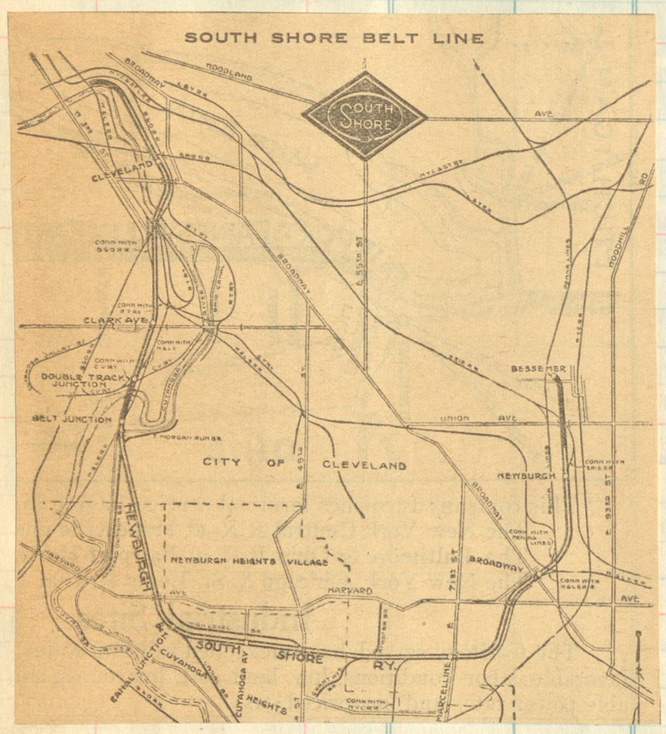


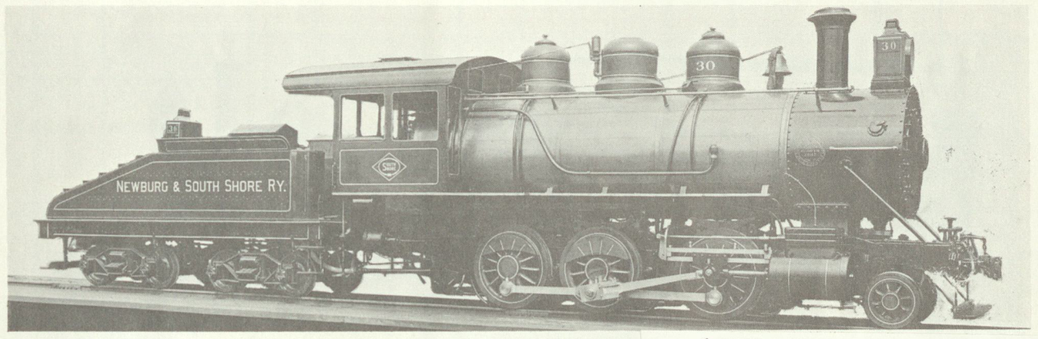


Baldwin 1920
c/n 53516
Nos 45 & 46

Cylinders	22 in. by 28 in.	Weight, total engine	178,000 lb.
Drivers, diameter	52 in.	Tractive force	42,090 lb.

c/n 53516





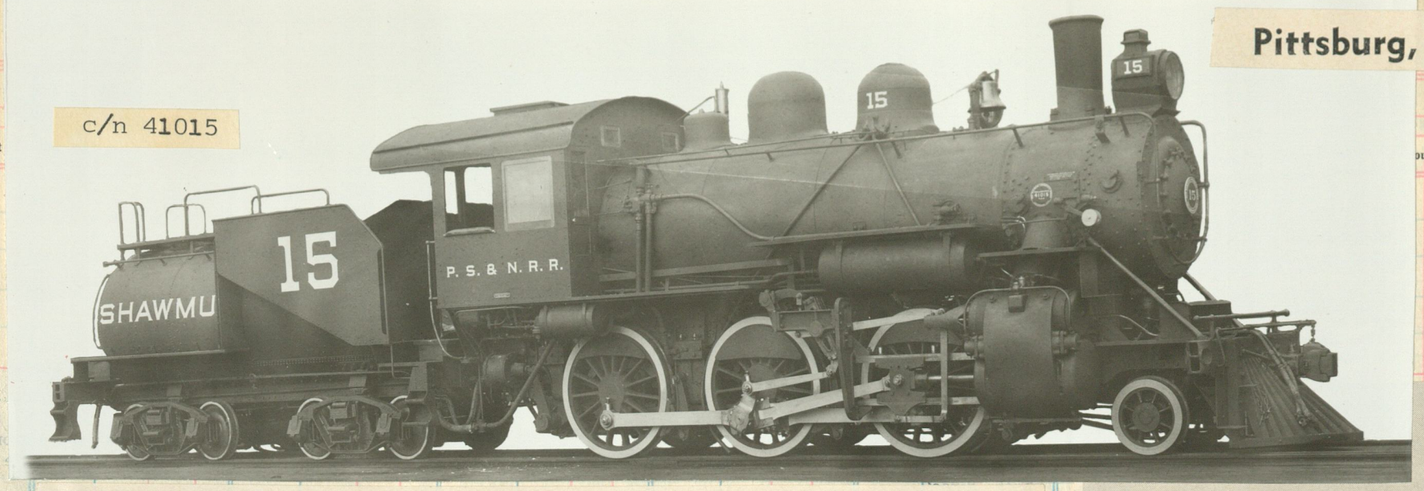
Newburg & South Shore #30, 1905, 2-6-0 type. Baldwin c/n 26167

Total
Add—Error _____ DATE
Deduct " _____ DATE
Total

Add Working Fund
Total to be Accounted for

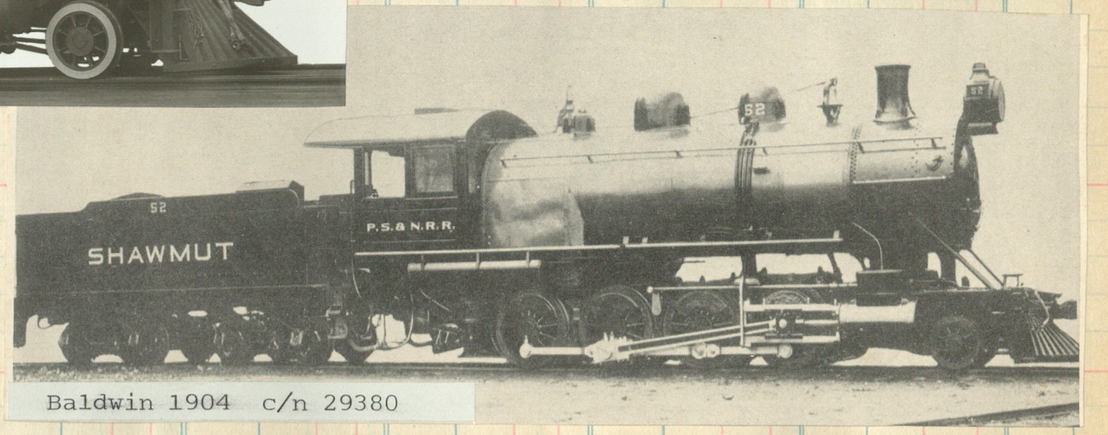
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

Pittsburg, Shawmut & Northern Railroad

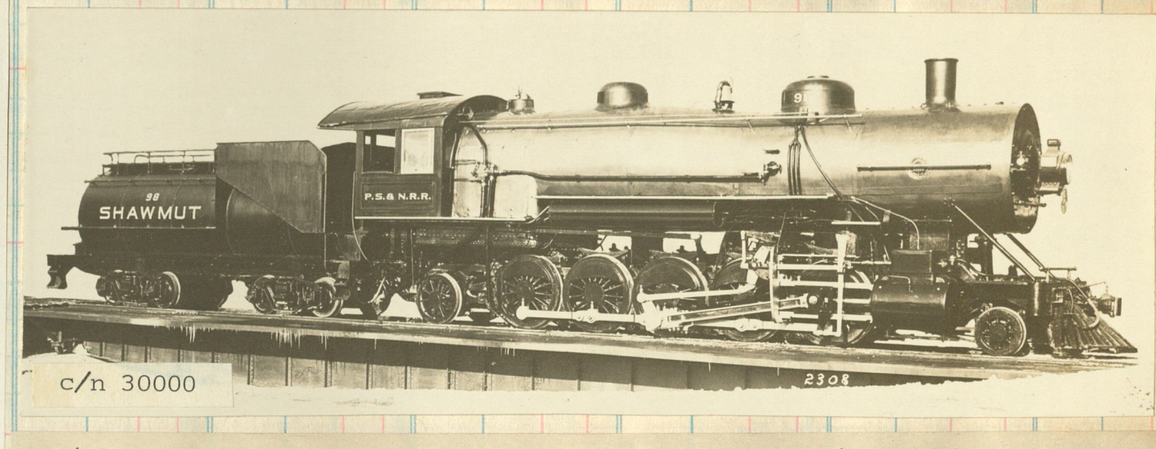


c/n 41015

This attractive Mogul was constructed by Baldwin 1914



Baldwin 1904 c/n 29380



c/n 30000

Without a doubt #98, a 2-10-2, was the heaviest engine on the P S & N
Built by Baldwin in 1907

This was one of the last trains over the now-abandoned Pittsburg, Shawmut & Northern Railroad of Pennsylvania and New York. The scene is near West Notch, N. Y., at the summit of the line, and the southbound freight is not far from Bolivar.

H. D. Rumer

A hat-valved Consolidation rambles through the Pennsylvania countryside between West Eldred and Coryville with a Pittsburg, Shawmut & Northern coal consist. When this picture was taken in 1947 the financial condition of the Shawmut was precarious; the part north of Bolivar already was abandoned. The Shawmut has since disappeared from the timecards.

Donald W. Furler, 94 W. Main St., Glen Rock, N. J.

Pittsburgh, Shawmut & Northern freight train at Claremont, Pa. An I. C. C. examiner has recommended that the commission allow abandonment of this entire 190-mile system, which has been in receivership since 1905. The company is willing to sell the line, or any portion, at a price in line with salvage value, but connecting roads have shown no interest. Principal traffic is bituminous coal. No passenger service is operated. Largest cities on line are Hornell and Olean, otherwise served.

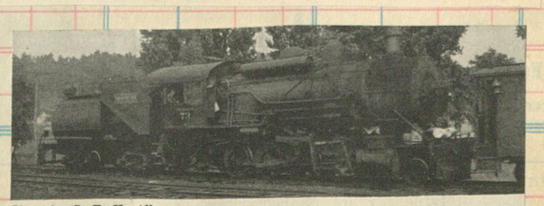


Photo by C. F. H. Allen

This Pittsburg, Shawmut & Northern Pusher is Shown Working at Angelica, N. Y.

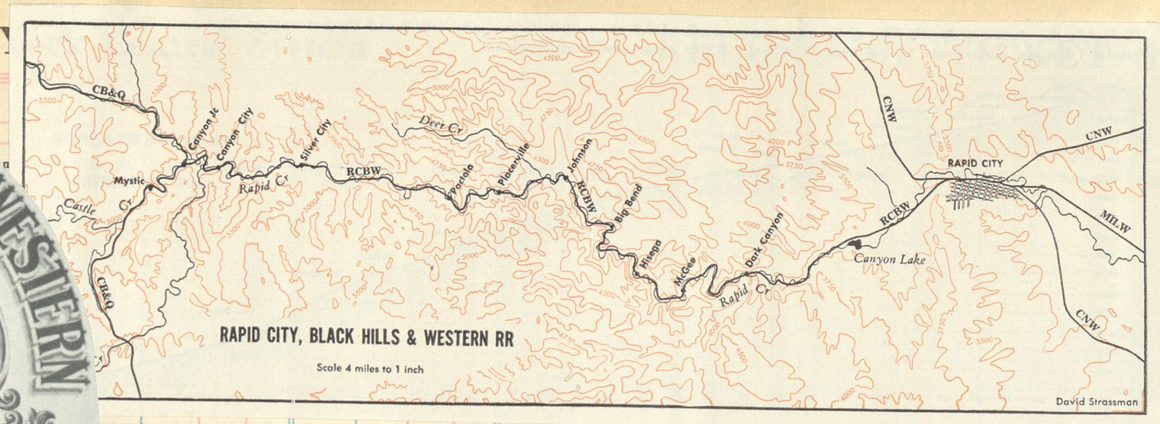
166

New Y ALES AT

SELLER
DATE
FORM DESTINATION

No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

RAPID CITY, BLACK HILLS & WESTERN RAILROAD COMPANY



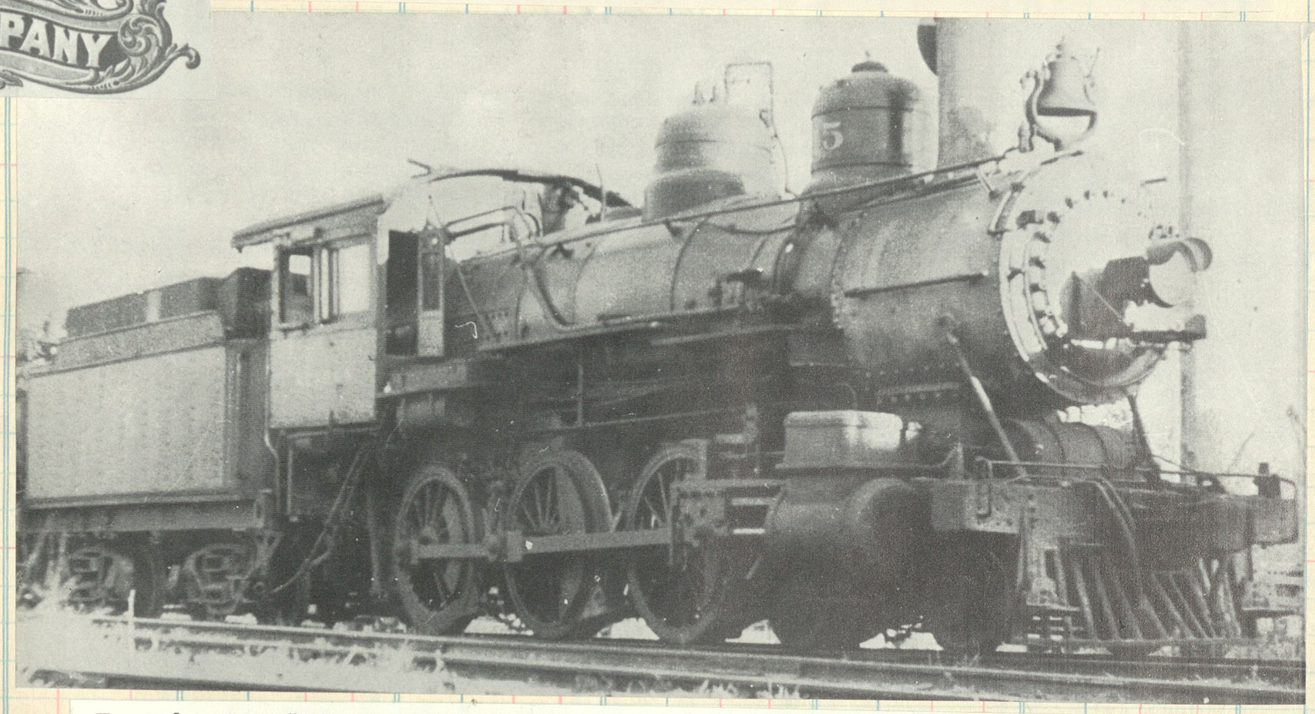
RAPID CITY, BLACK HILLS & WESTERN RAILROAD.
F. E. CLARITY, President and General Manager, Rapid City, S.D.
C. C. WARREN, Vice-President, "
GEORGE P. BENNETT, Vice-President, "
J. A. BOLAND, Vice-President, "
A. S. HALLEY, Vice-President and Treasurer, "
A. C. HUNT, Secretary, "
S. A. HEARN, Auditor, "

January, 1932.

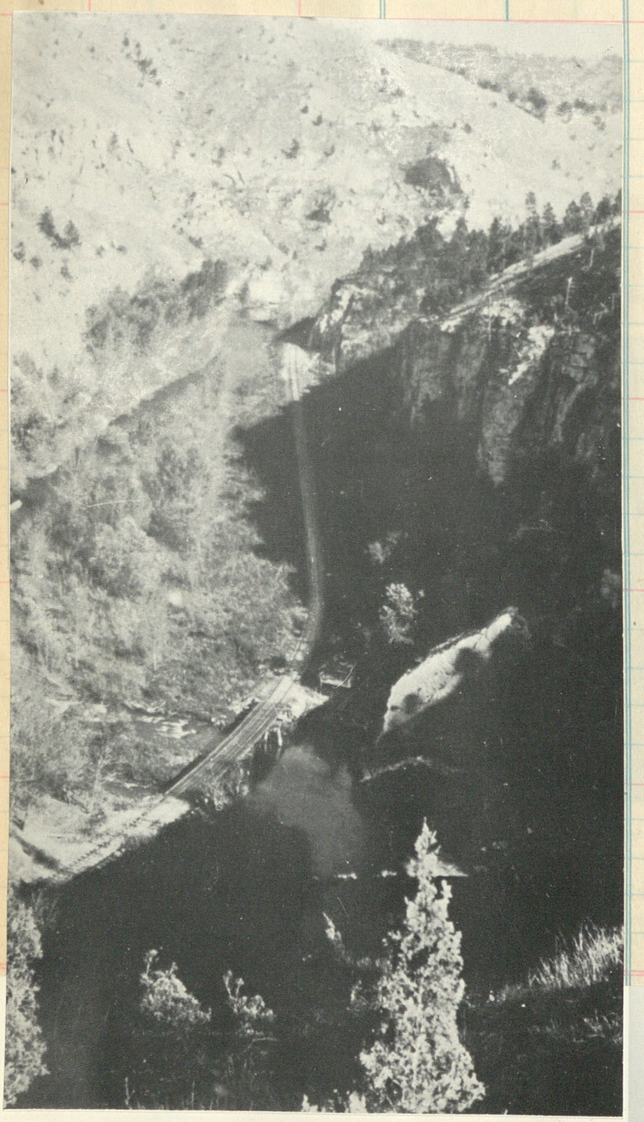
No. 1	Mls.		No. 2
LEAVE		ARRIVE	
*8 30 A M	0	Rapid City[1] ⊙	2 40 P M
9 01 "	7	Dark Canyon ⊙	2 12 "
9 18 "	11	McGee ⊙	1 55 "
— —	15	Power House ⊙	— —
9 50 "	18	Johnson ⊙	1 23 "
10 10 "	23	Pactola ⊙	1 06 "
10 27 "	27	Silver City ⊙	12 47 "
10 47 "	32	Burlington Junction ⊙	12 25 "
11 00 A M	34	Mystic[2] ⊙	*12 15 P M
ARRIVE		LEAVE	

*Daily. ⊙ Telephone stations. STANDARD—*Mountain time.*

Connections.—[1] With Chicago & North Western Ry. and Chicago, Milwaukee, St. Paul & Pacific R.R. [2] With C. B. & Q. R.R.



Ten wheeler #15, ex C&NW #648 blt by Schenectady 1890-c/n 3301

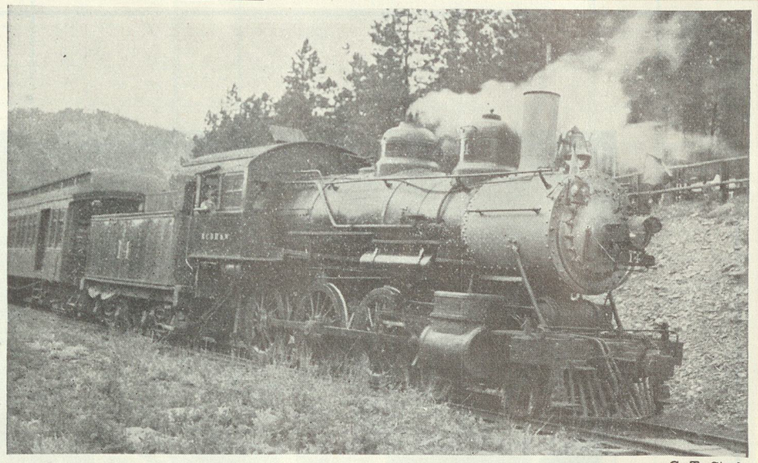


DARK CANON

CROUCH CHANGED THE NAME of his railroad to the Missouri River & Northwestern and had the imposing name painted blaringly bright across the front of the building which served both as warehouse and office, but it was quite a mouthful and most people (including the newspapers of the day) were much more apt to call the new railroad "the Crouch Line."

Photo by courtesy of Carl Leedy

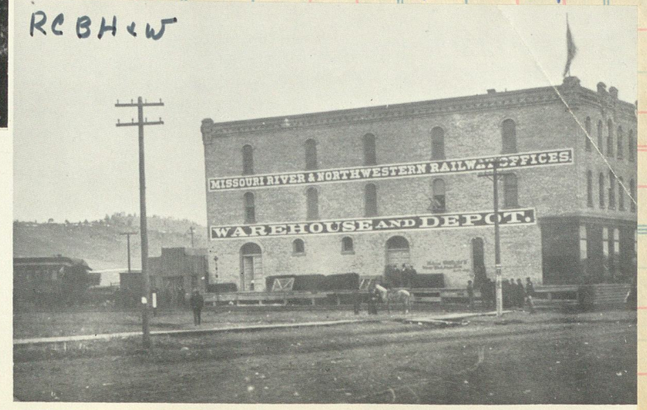
In Dark Canon along the Rapid Creek



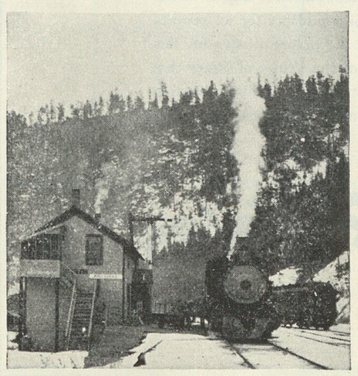
C. T. Steeb.

Courtesy R.C.B.H.&W.

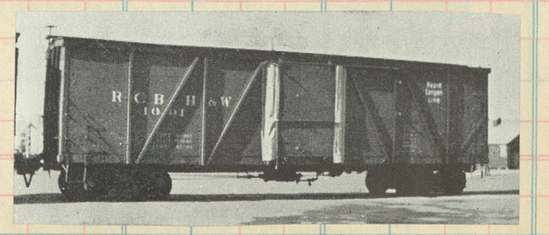
RCBH&W



CB&Q train 142↓ at Mystic. The Rapid City, Black Hills & Western uses the same station.



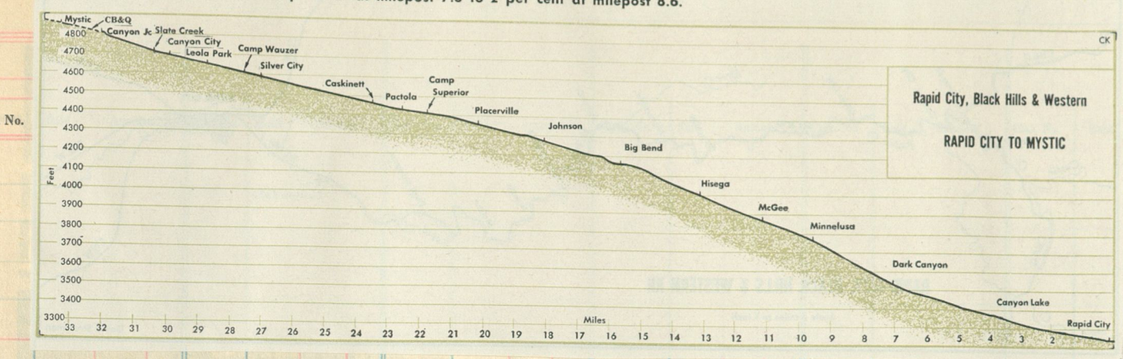
A. C. Wislisen



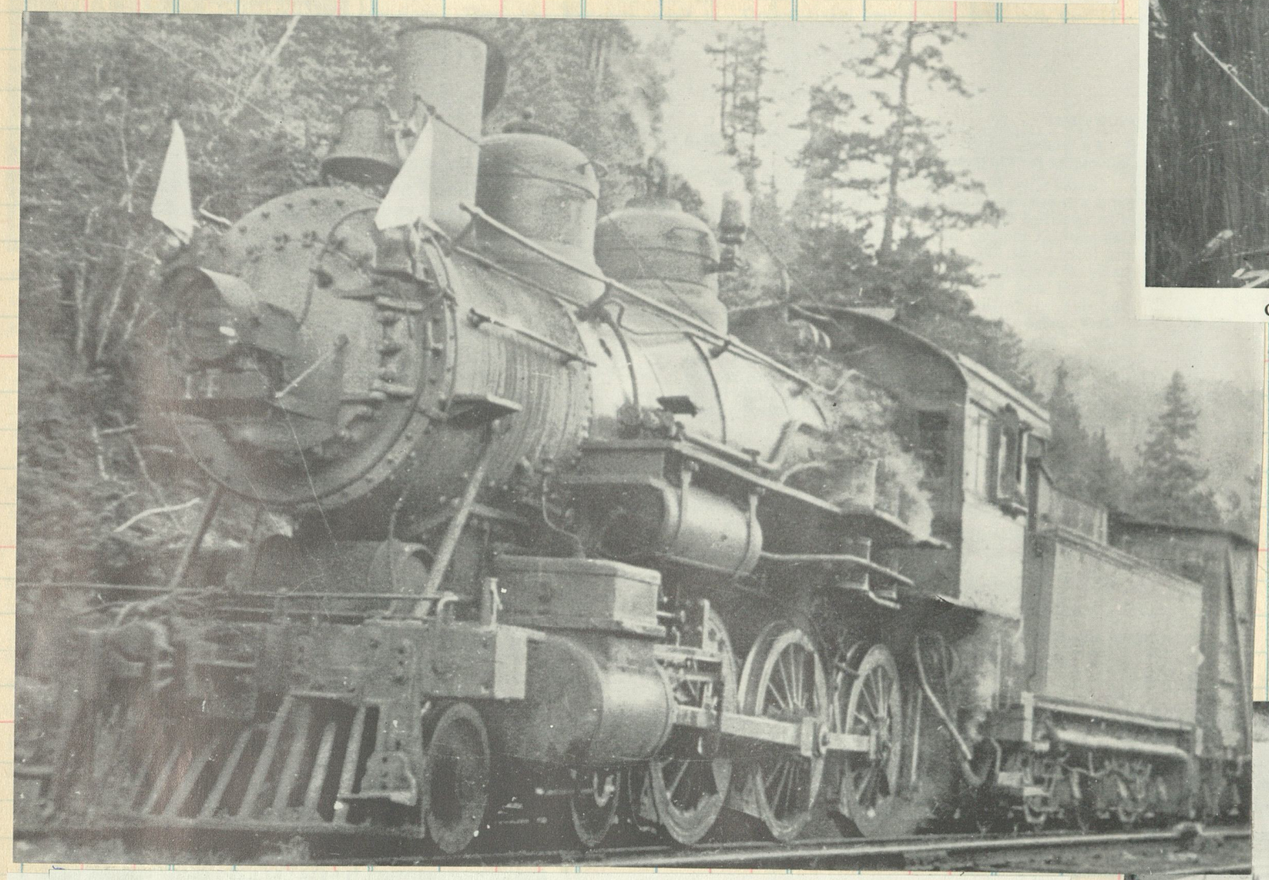
Clos. No.

Sold Amount

40 feet to the station at Mystic. This gives an average grade of 0.9 per cent between mileposts 9 and 10, just west of Minnelusa. The longest heavy grade, 1.3 miles, varies from 1.5 per cent at milepost 7.3 to 2 per cent at milepost 8.6.

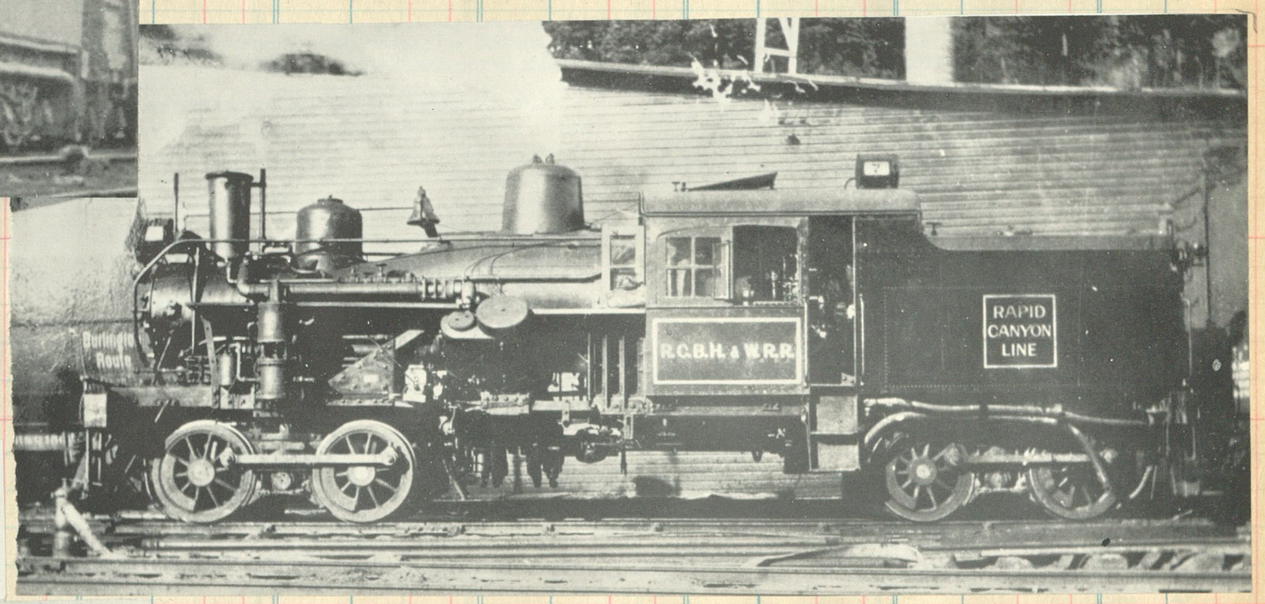


ON RAPID CANYON LINE, above Lockhart's Quarry, several miles above Dark Canyon.



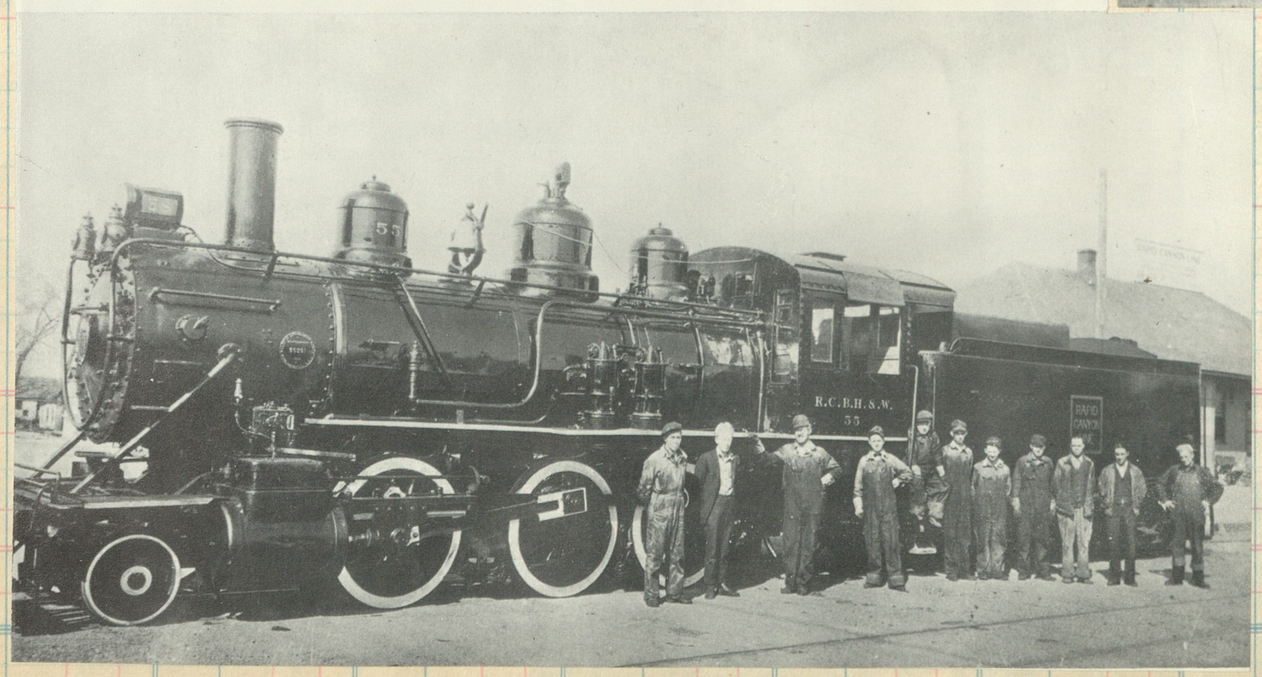
#14 came from the C&NW where it was #142. Blt at Schenectady 1890

c/n 3296



ENGINE NO. 55, RCBH&W, believed to be dated 1944, from comparison of the dates of men's employee status on the railroad. The No. 55, a second-hand Baldwin, was in front of the Rapid City depot with the men posed in front of it. Railroaders included Grant Tye, engineer; Bud Harrison, fireman; Ed Munglow, night foreman; Jack Reder, master mechanic; an unidentified boiler maker; Harold Eton, a roundhouse man; Tommy Stone, machinist; A. C. Johnson, fireman and engineer; Abe Harter, fireman and engineer; Paddy Ryan, brakeman, and Jim Sheriff, conductor.

Photo by courtesy of James Sheriff



#55, a 2-6-0, former Illinois Terminal #10 built by Baldwin 1910 c/n 35261
Purchased by the RCBH&W in 1927

168

FRANKFORT & CINCINNATI RAILROAD CO

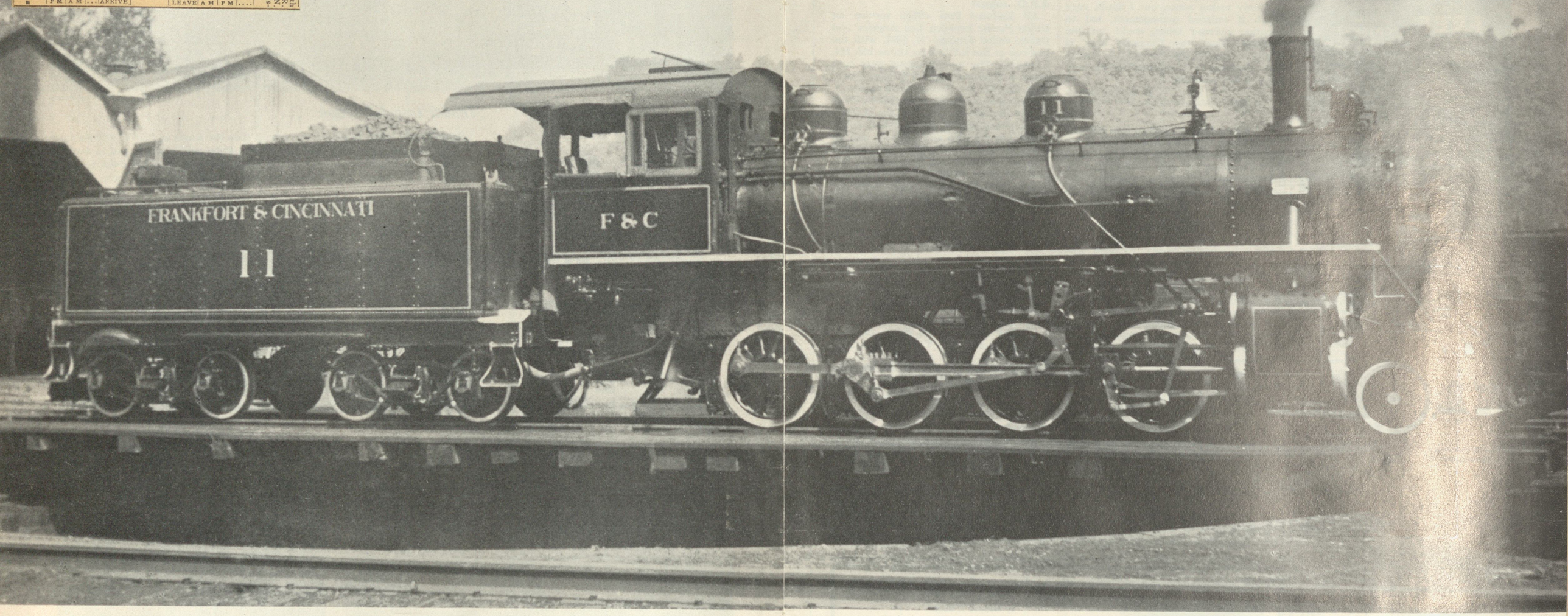
W. T. Fowler, President, Lexington, Ky.
J. M. Perkins, Vice-President, Frankfort, Ky.
J. P. Lewis, Vice-President, Georgetown, Ky.
W. L. Wallace, Secretary, Lexington, Ky.
J. B. O'Rear, Gen. Mgr., Frankfort, Ky.
R. P. Sohan, Gen. Frt. and Pas. Agt., Frankfort, Ky.
C. Bowles, Auditor and Treas., "
W. Fred Thomas Com'l Agent, Paris, Ky.
H. C. Lewis, Com'l Agent, Frankfort, Ky.

†Daily, except Sunday.
■Motor coach.
STANDARD—*Central time.*

■4	■2	Ms	*June*, 1933.	■1	■3	....
P M	A M	...	LEAVE | ARRIVE	A M	P M	....
†4 10	†6 00	0	..... **Frankfort**[1]	9 40	8 35	....
4 19	6 09	2	..... Topland	9 32	8 25	....
4 25	6 15	5	.....Elsinore.....	9 26	8 18	....
4 33	6 23	9	.....Switzer.....	9 18	8 11	....
4 44	6 34	14	...Stamping Ground ...	9 07	8 00	....
4 53	6 43	17	.....Duvall	8 58	7 51	....
5 08	6 58	23	.... **Georgetown**[2]	8 43	7 36	....
5 11	7 01	...	.....C. S. Depot.....	8 40	7 33	....
5 30	7 15	29	.....Newtown.....	8 26	7 14	....
5 39	7 24	33	..... Centreville.....	8 17	7 05	....
5 44	7 29	35	.....Elizabeth.....	8 12	7 00	....
6 05	7 50	41	..... **Paris**[3]	†7 57	†6 45	....
P M	A M	...	ARRIVE | LEAVE	A M	P M	....

Connections.—[1]With Louisville & Nashville R.R. [2]With Southern Ry. and C.N.O. & T.P. Ry. [3]With Louisville & Nashville R.R.

FRANKFORT & CINCINNATI RAILROAD COMPANY.



G. Puckett.

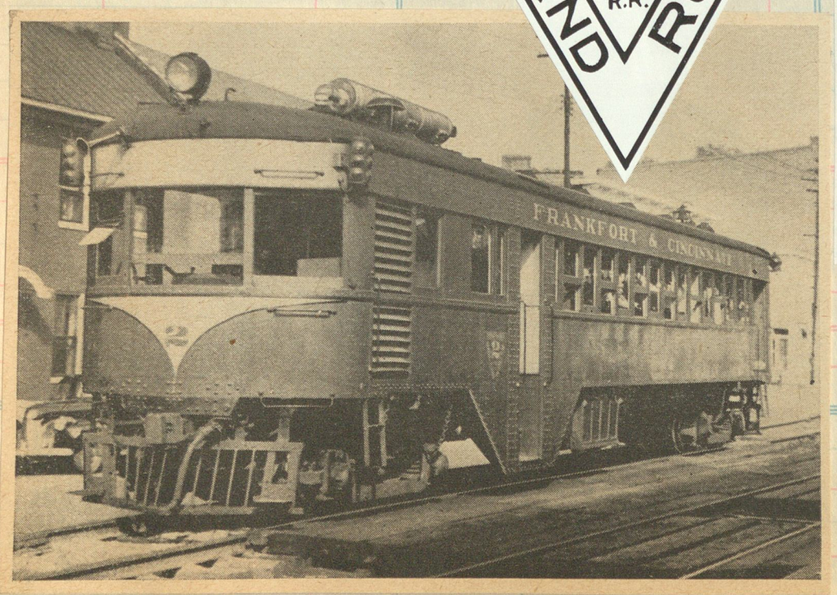
So very new

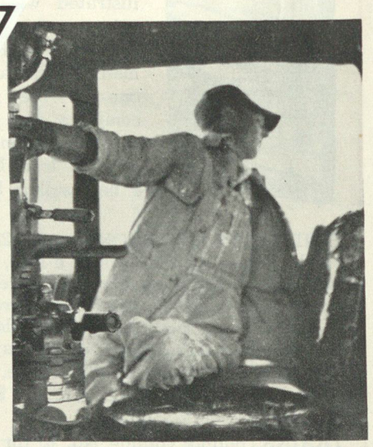
THOSE of us who became aware of railroading after 1930 lived that immense span of youth without ever seeing new locomotives. The depression had silenced the builders' erecting halls, and there would be no more orders until World War II. It was with a Columbus-like sense of discovery, then, that we came upon the Frankfort & Cincinnati, a short line back in the Bluegrass bourbon country, and found that it had a dapper 2-8-0 with an Alco builder plate stamped 1935. *Brand new*, by our lights. F&C not only was just as wide as neighbors C&O, L&N, and SR, but possessed power much, much newer. I'll never quite forgive Walter A. Lucas, or the issue of *Steam Locomotive & Railroad Tradition* which published his careful research, for revealing years later that the little Consol had really been built for stock by Cooke in 1925 and belatedly sold by the parent firm (which presumably cast the builder plates to match the date of invoice). So the 11-Spot was not really new at all, but rather older than the boy-in-knee-pants she impressed so much. I think I'll pretend — though not for publication, of course — that I never read what Lucas said about the engine.

Wouldn't you? — D.P.M.

c/n 65199

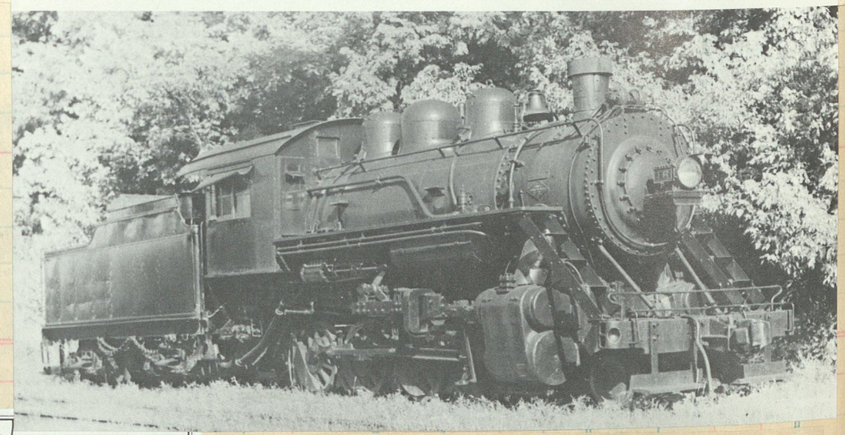
KENTUCKY 2 MIDLAND ROUTE F&C R.R.



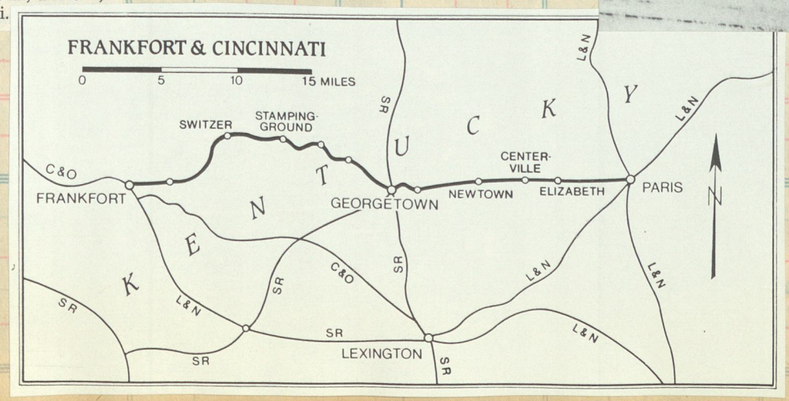


The engineer in this case is W. R. Williams, who is handling No. 11, a 2-8-0, on the Frankfort & Cincinnati.

Lima-built 2-8-0 No. 16 was on stand-by at Frankfort during the author's trip. Between the 1880's and 1945 the F&C owned 15 steam locomotives. Nos. 1 through 16 minus No. 13 which can be attributed to railroad superstition. At the time of Bain's visit, three consolidations, 11, 15, 16, were on the property awaiting sale. During 1946 steam was phased out with the purchase of three 600-hp General Electric 70-ton diesels.

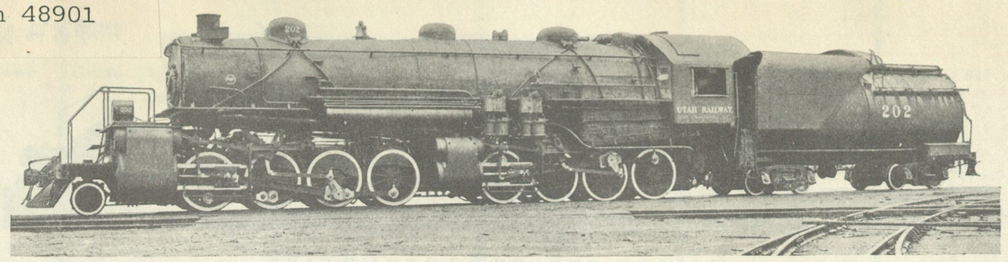


ex A.T.& N. #250 [see Pg 109]



200-202
Baldwin 1918
c/n 48901

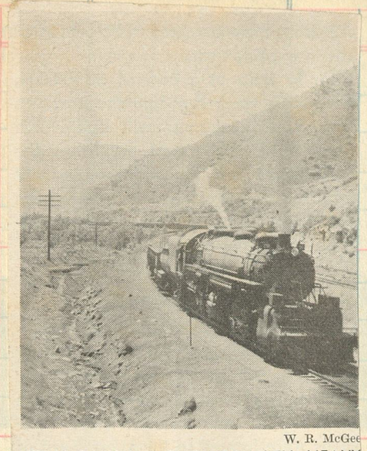
UTAH RAILWAY COMPANY



MALLET FREIGHT LOCOMOTIVE

3 Locomotives like the above are being fired by Street Stokers

Cylinders	26 and 41 x 32 in.	Grate area	88.2 sq. ft.
Driving wheels	57 in.	Wheel base, rigid	15 ft.—6 in.
Steam pressure	210 lbs.	" " driving	41 ft.—2 in.
Boiler diameter	90 in.	" " engine	50 ft.—4 in.
Tubes, length	24 ft.	" " " and tender	88 ft.—6 in.
" number	48—5½ in.	Weight, leading	24,000 lbs.
" "	269—2¼ in.	" driving	452,300 lbs.
Heating surface, tubes	5,443 sq. ft.	" engine	476,300 lbs.
" " fire box	231 sq. ft.	" " and tender	692,000 lbs.
" " combustion chamber	118 sq. ft.	Tender capacity, water	12,000 U. S. gals.
" " total	5,835 sq. ft.	" " coal	20 tons
" " superheating	1,446 sq. ft.	Maximum tractive power	96,800 lbs.
Fire box	132⅛ x 96 in.	Factor of adhesion	4.6



W. R. McGee

UTAH RAILWAY ENGINES WITH HEAVY DRAG NEAR HELPER, UTAH

Engine 200 has the lead with two more 2-8-8-2s cut in the middle of this train photographed climbing Price River Canyon.

UTAH RAILWAY

C. A. HIGHT, President, 1 State Street, Boston, Mass.
G. S. ANDERSON Vice-President and General Manager, Salt Lake City, Utah.
S. A. McCURDY, Auditor and Cashier, "
GEO. W. CUSHING, Traffic Manager, "
R. J. VAUGHAN, Superintendent, Martin (P. O. Helper), Utah.
J. B. SOMO, Master Mechanic, Provo, Utah.
G. W. RATHJENS, Chief Engineer, Salt Lake City, Utah.
GEO. ECENROAD, Car Service Agent, "

† Telegraph stations. STANDARD — Mountain time.

	Mls	June, 1933.	
Passenger Service temporarily discontinued.	0	Mohrland	ô
	3.4	Kingmine	ô
	7.9	Wattis Junction	
	12.7	Healy	
	18.3	Darrah	
	19.4	Wild Cat	
	23.2	Jacobs	
	24.8	Martin	ô
	25.6	Utah Ry. Junction	
Passenger Service temporarily discontinued.	98.0	Provo	

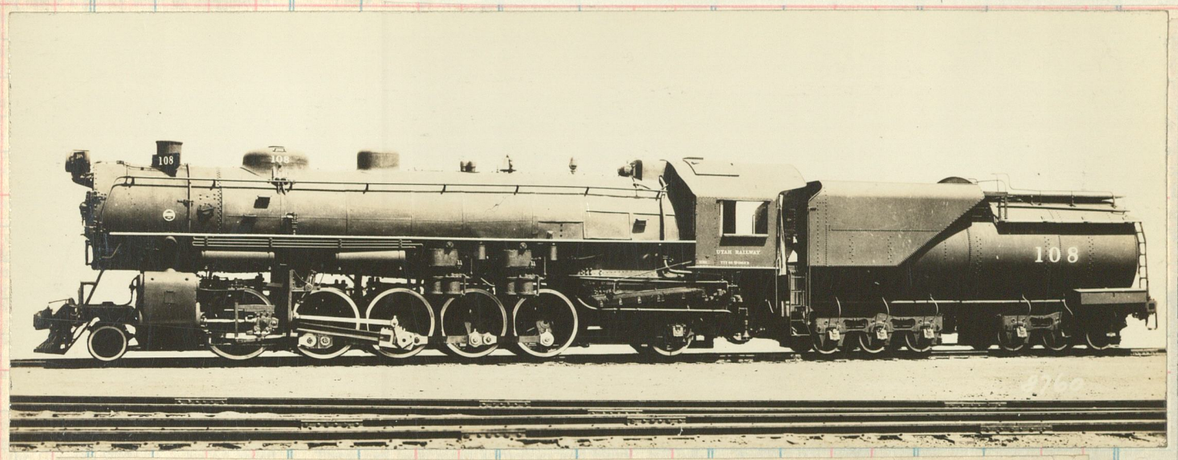
Connections.—At Provo—With D. & R. G. W. R. R., Salt Lake & Utah R. R. and Salt Lake & Eastern R. R. At Utah Ry. Junction—With D. & R. G. W. R. R.

SPRING CANYON BRANCH.

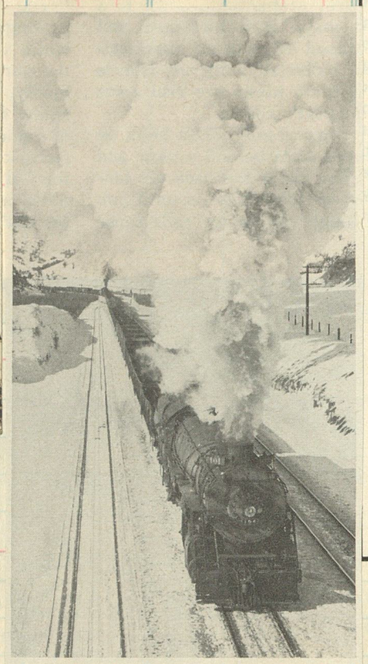
	Mls	June, 1933.	
Passenger Service temporarily discontinued.	0	Jacobs	ô
	2.13	Peerless	
	2.67	Spring Canyon	
	3.89	Standardville	ô

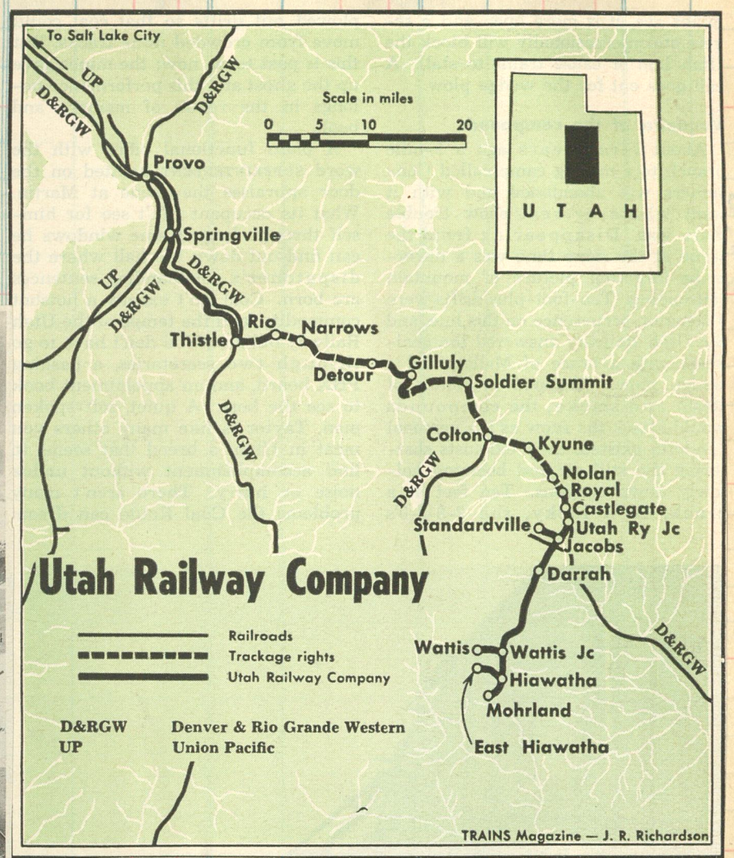
Passenger Service temporarily discontinued.

The National Coal Railway (Utah Railway Company, Lessee).
Extends from Darrah to Jex (2.7 miles), Great Western (7.3 miles), National (8.2 miles), Consumers (8.5 miles) and Union (8.7 miles).



A handsome Santa Fe type, taken from U. P. blueprints, built in 1923 by Baldwin c/n 56201



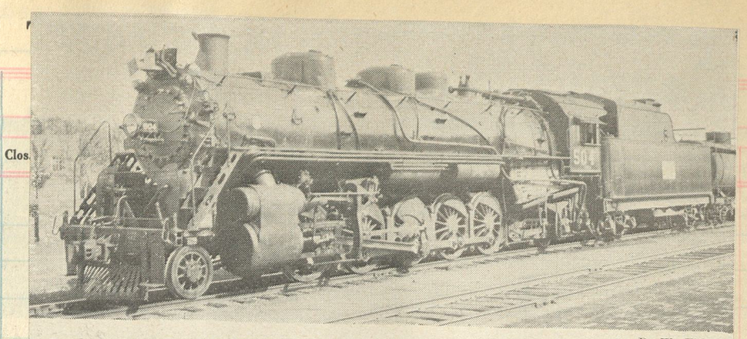


170

MIDLAND VALLEY RAILROAD CO.
KANSAS, OKLAHOMA & GULF RAILWAY CO.
OKLAHOMA CITY-ADA-ATOKA RAILWAY COMPANY.

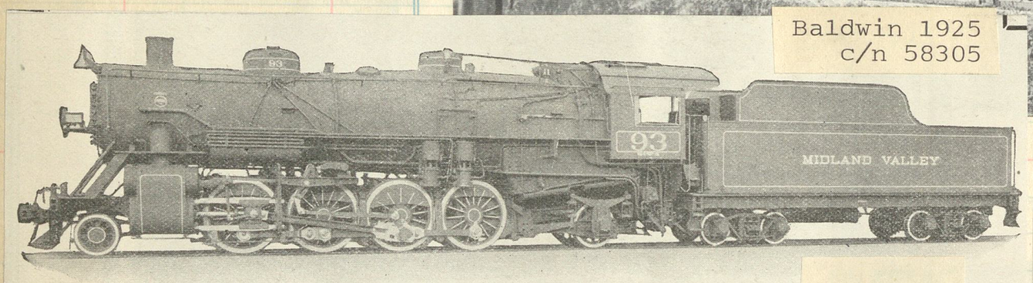
The 93 comes boiling along with a light train near Carpenter's Bluff, Texas

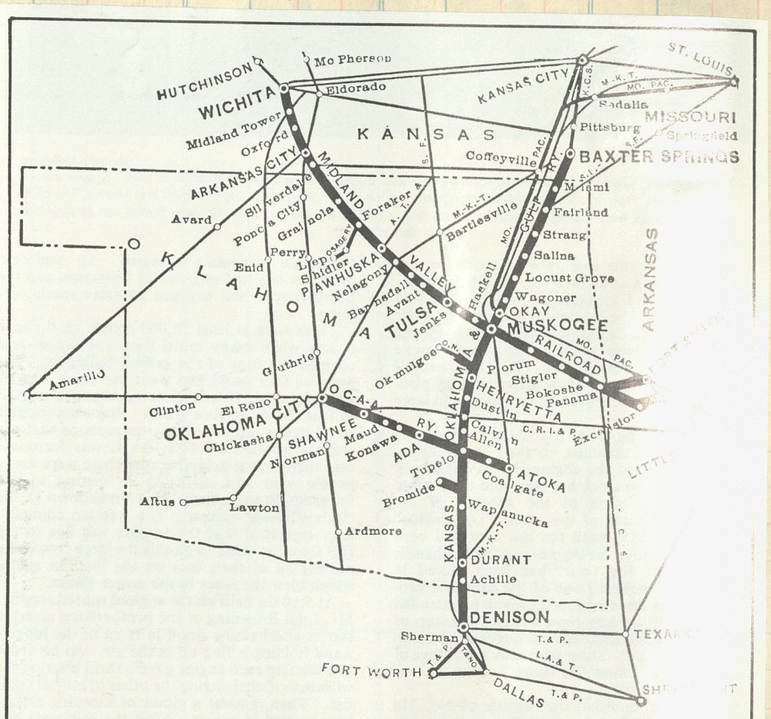
Baldwin 1925
c/n 58305



KANSAS, OKLAHOMA & GULF ENGINE 504
Photo was taken as this engine was detouring over the Missouri Pacific Lines at Claremore, Okla.

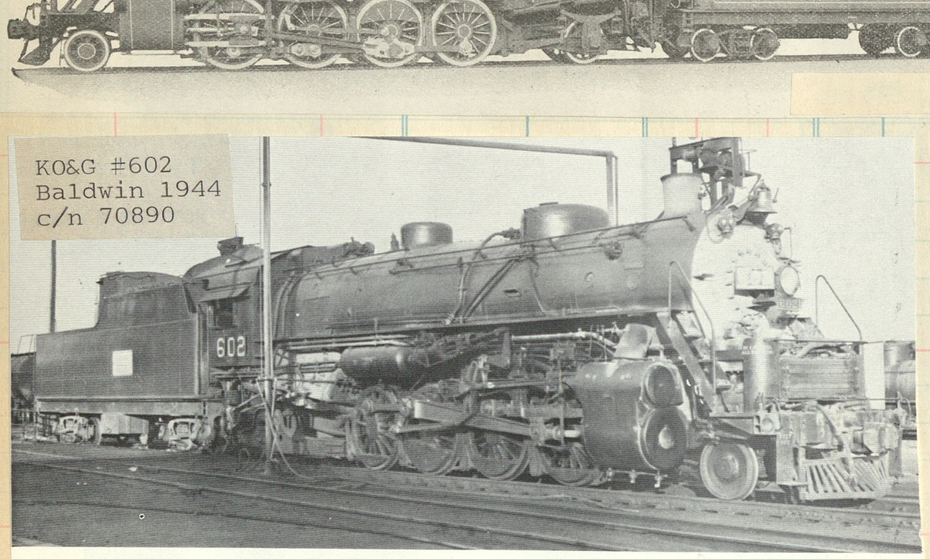
D. W. Eldridge

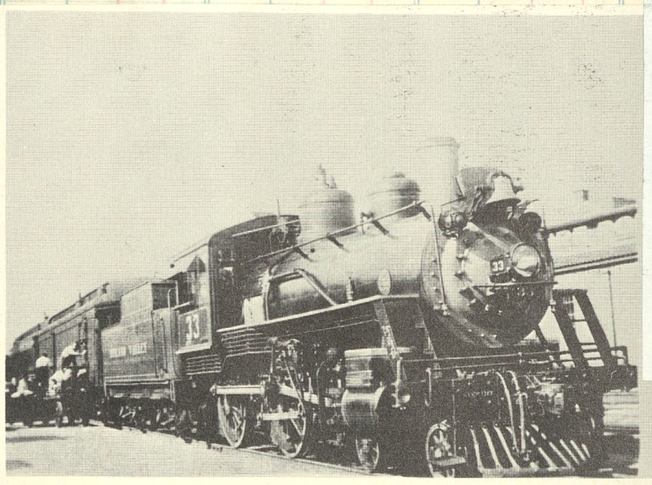




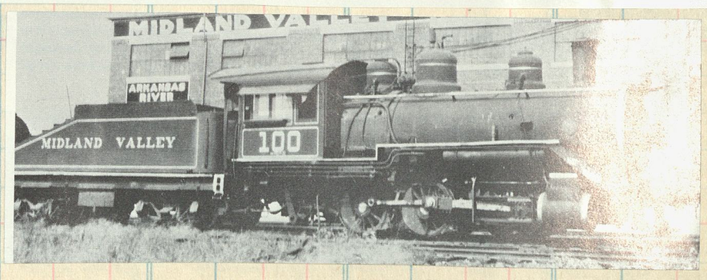
KANSAS, OKLAHOMA & GULF RAILWAY COMPANY
MIDLAND VALLEY RAILROAD COMPANY
OKLAHOMA CITY-ADA-ATOKA RAILWAY COMPANY

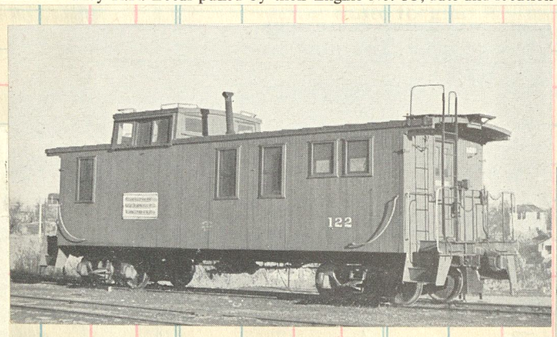
KO&G #602
Baldwin 1944
c/n 70890





A Midland Valley R.R. Local pulled by their Engine No. 33, date and location not known.





501-504 c/n 60131 Baldwin 1927

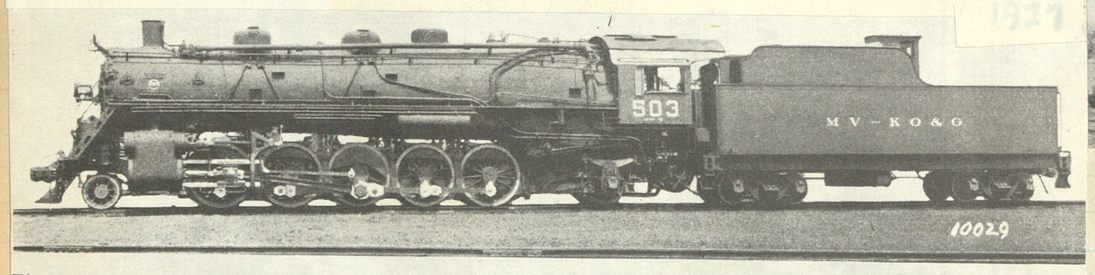
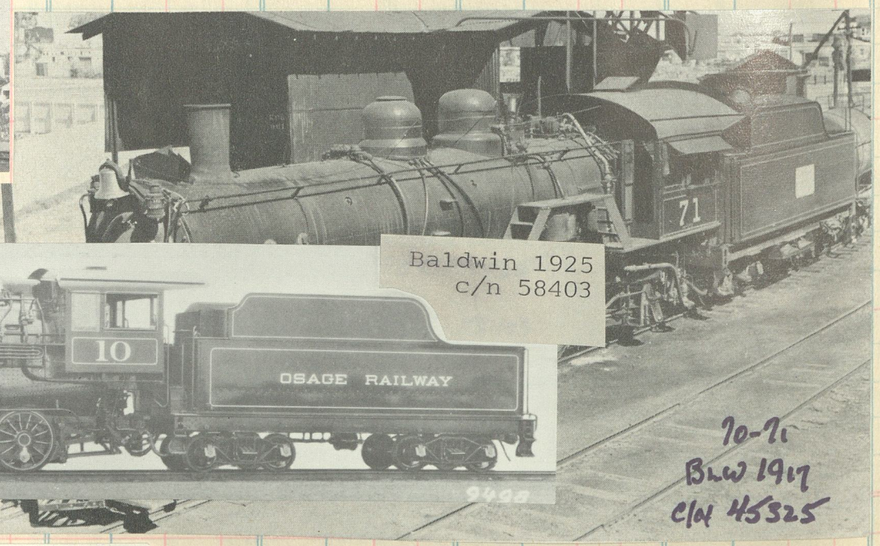
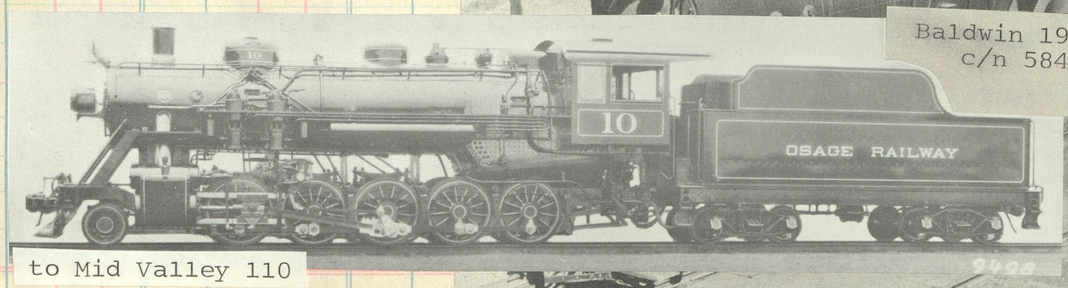


Fig. 122—Kansas, Oklahoma & Gulf 2-10-2 (Santa Fe) Type Locomotive for Freight Service. Built by The Baldwin Locomotive Works.

Cylinders, diameter and stroke	27 in. x 30 in.	Driving wheel base	22 ft. 0 in.
Tractive force	59,000 lb.	Total engine wheel base	41 ft. 1 in.
Cylinder horsepower (Cole)	2,624 hp.	Fuel	Soft Coal
Drivers, diameter	63 in.	Grate area	70.3 sq. ft.
Weight on drivers	247,800 lb.	Steam pressure	200 lb.
Weight on front truck	31,100 lb.	Evaporative heating surface	4,129 sq. ft.
Weight on trailing truck	50,400 lb.	Superheating surface	960 sq. ft.
Total weight of engine	329,300 lb.	Tender capacity	12,000 gal., 16 tons

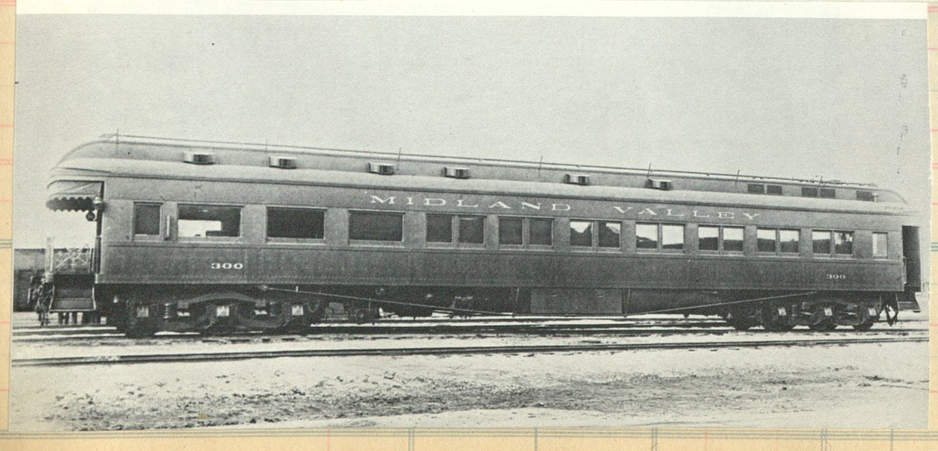


Baldwin 1925
c/n 58403

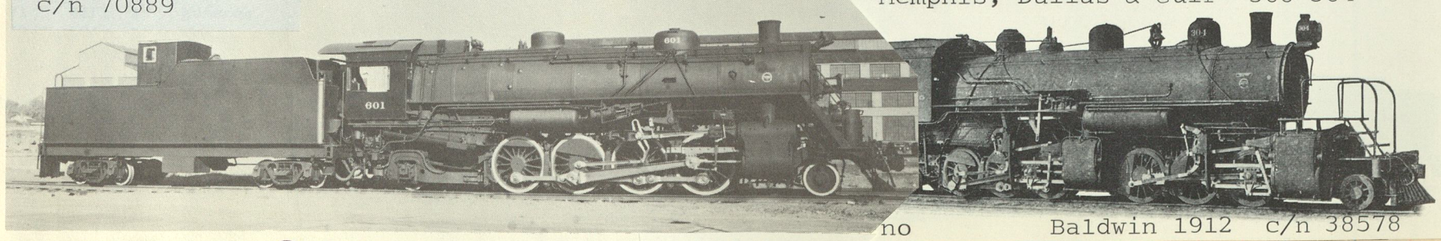


to Mid Valley 110

70-71
BLW 1917
C/N 45325



K.O.& G. 601-602
Baldwin 1944
c/n 70889



Norfolk Southern #601, 1[illegible], 2-8-2 type.

Memphis, Dallas & Gulf 300-304

no Baldwin 1912 c/n 38578

4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

CUT HERE To Make Short Sheet

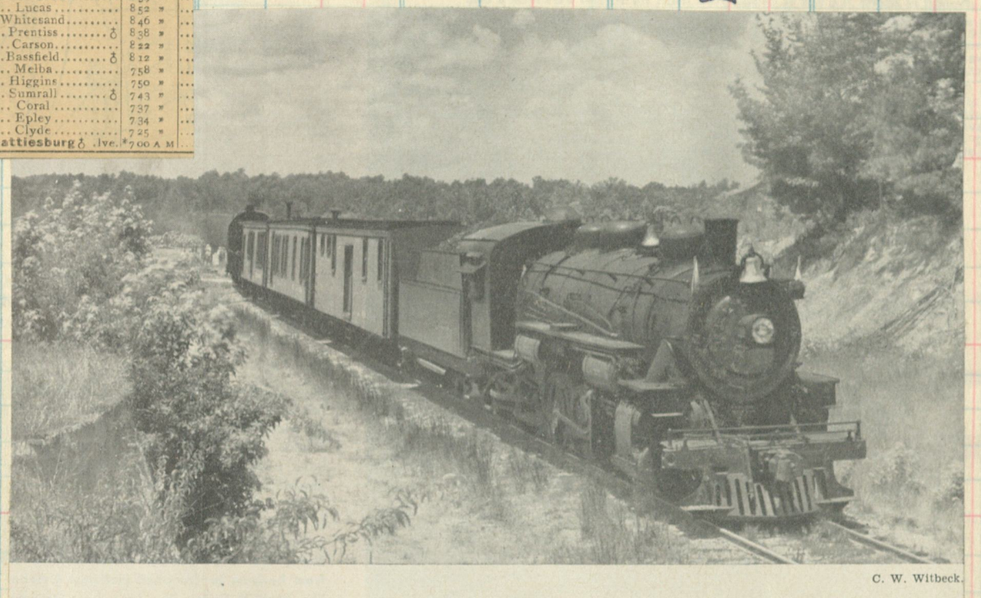
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

No 101 built by the N.P. 1882
18x26 cyls, dvs 62"
T.F. 20,025

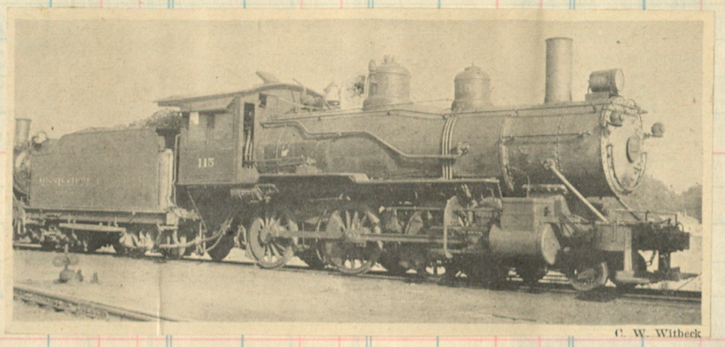
No 1, the west bound passenger train, at Brookhaven, Miss

No. 4	Mls.	May, 1933.	No. 1
*1 55 P M	0	lve.... + Natchez ð ...arr.	12 50 P M
2 03 "	3.5	..... St. Catherine	12 40 "
2 11 "	7.5	..... Washington	12 32 "
2 22 "	12.7	.....Fenwick.....	12 21 "
2 26 "	14.4	.....Cranfield	12 17 "
2 32 "	17.6	.....Leesdale.....	12 11 P M
2 47 "	24.4	+ .....Roxie..... ð	11 55 A M
2 59 "	29.5	.....Kirby	11 43 "
3 11 "	35.2	+ .....Meadville ..... ð	11 29 "
3 20 "	38.6	+ ..... Bude ..... ð	11 20 "
3 22 "	39.9	.....Monroe	11 17 "
3 28 "	42.8	.....Eddicton.....	11 11 "
3 34 "	45.6	.....Quentin.....	11 05 "
3 40 "	48.5	.....McCall	10 59 "
3 44 "	50.6	.....Lucien ..... ð	10 55 "
3 57 "	57.2	.....Cobbs.....	10 42 "
4 03 "	60.3	.....Zetus	10 36 "
4 25 "	67.9	arr...+ Brookhaven ð ..lve.	10 14 "
4 35 "	67.9	lve.... Brookhaven....arr.	10 09 "
4 45 "	70.5	.....Carlos.....	9 55 "
4 57 "	77.4	.....Woolworth	9 41 "
5 05 "	82.2	.....Sontag.....	9 30 "
5 20 "	86.5	arr.....+ Wanilla ð ....lve.	9 20 "
5 20 "	86.5	lve.....Wanilla .....arr	9 20 "
5 30 "	91.5	.....Hooker	9 09 "
5 40 "	95.5	+ .....Silver Creek	8 59 "
5 47 "	98.5	.....Lucas.....	8 52 "
5 53 "	101.1	.....Whitesand.....	8 46 "
6 01 "	104.8	+ .....Prentiss..... ð	8 38 "
6 17 "	111.5	.....Carson.....	8 22 "
6 26 "	116.1	.....Bassfield..... ð	8 12 "
6 41 "	123.1	.....Melba.....	7 58 "
6 48 "	127.0	.....Higgins.....	7 50 "
6 57 "	130.3	+ .....Sumrall..... ð	7 43 "
7 05 "	132.8	.....Coral	7 37 "
7 06 "	134.2	.....Epley	7 34 "
7 15 "	136.2	.....Clyde	7 25 "
7 45 P M	140.0	arr.. + Hattiesburg ð ..lve.	7 00 A M



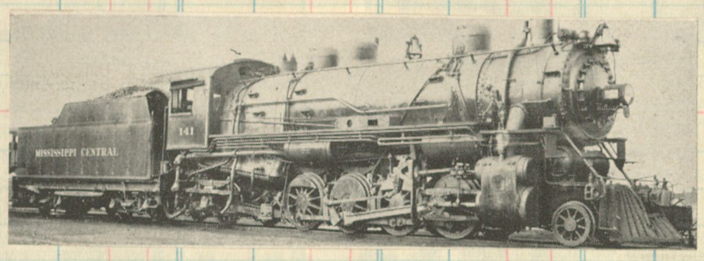
C. W. Witbeck.

A minor mishap on the Mississippi Central is picked up by a derrick borrowed from neighbor Illinois Central. Mikado No. 131 was delivered by American Locomotive in 1923. Like all MC power, she carries two bells for better grade crossing warning.



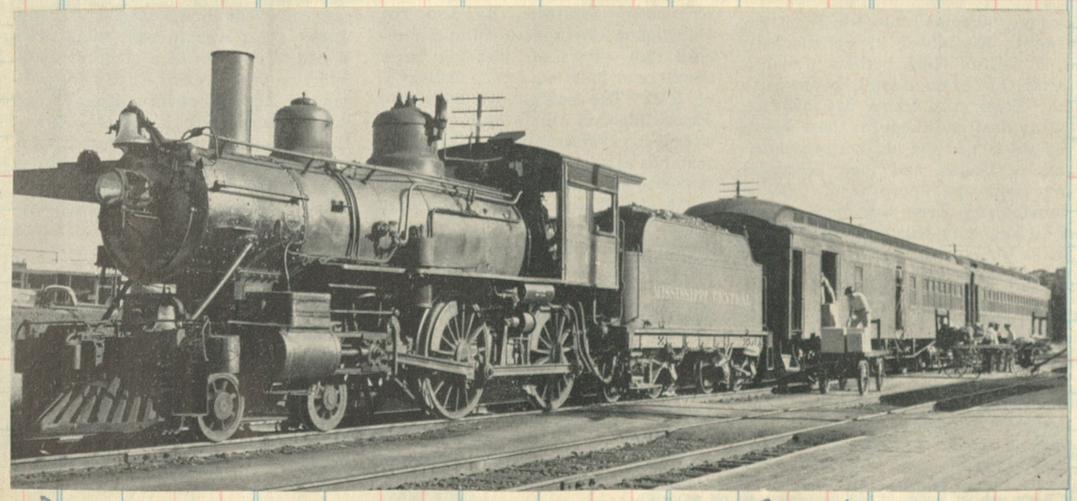
C. W. Witbeck

No 115, 4-6-0
Baldwin 1907
cyls 19x26
dvs 50"
T.F. 28,493

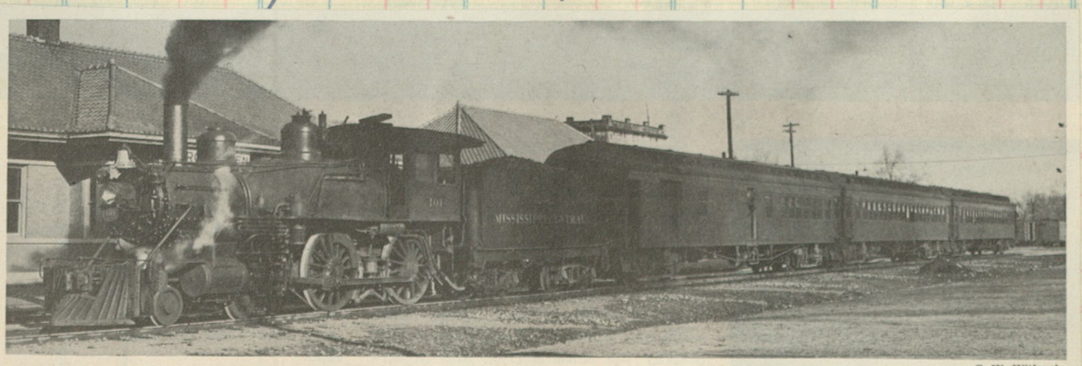


Mich 141
Alco 1923
cyls 23x28
dvs 54"
T.F. 45,500

Eng 102
cyls 18x24
dvs 62"
T.E. 19,440
B&W 1906



No 4 stops for mail & express at Brookhaven



C. W. Witbeck.

THIS splendid Mississippi Central accommodation, shown in Brookhaven, Miss., in 1940, once was one of the sights in Hattiesburg.

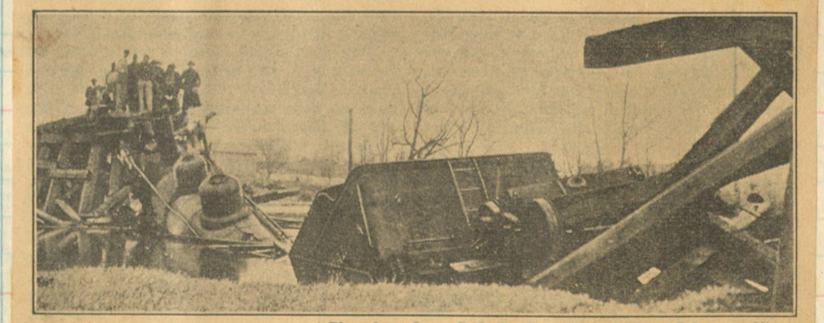
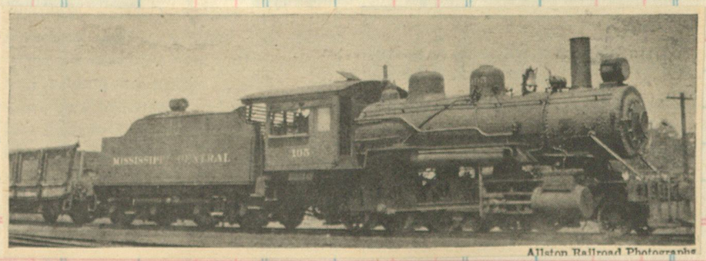
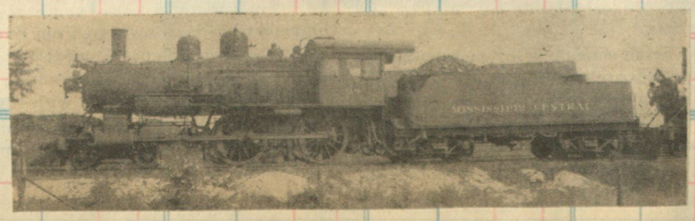


Photo from James D. Loftin, State Highway Dept., Tylertown, Miss.

Mississippi Central Engine 113, a 4-6-0 Type, With a Caboose Attached, Tried to Cross Whitesand Creek at Prentiss, Miss., in Dec., 1919, despite a Section Foreman's Warnings That Heavy Rains Had Undermined the Trestle. The Engineer Escaped by Jumping into the Water. The Fireman Was Drowned; His Body Was Still in the Cab, Covered with Coal, When This Photo Was Made. The 113 Is Now Used in Switching Service in the Yards at Hattiesburg, Miss.



Alston Railroad Photographs



Additional in Short Lines Volume II Page 118

172

New York Cent

VIRGINIA & TRUCKEE

CKET SALES AT

SELLER
DATE
FORM | DESTINATION | Amt. | Com. No. | Clos. No.

mount

ount

Virginia & Truckee: Examiner Paul C. Albus has recommended that Div. 4 of the ICC authorize abandonment of its entire line, 46.5 miles, between Reno, Nev., and Minden.

1950

At left: RPO-Baggage car, 40', built by Pullman in 1911 for the T&NO #193. In 1938 sold to the Yosemite Valley noed 107. Purchased by V&T in 1946 as #23. Was a A.D.Schader office car and now property of the Castro Point RR Museum Way car caboose was former NCB #3, to V&T in 1947

#5 with an interesting consist stands by the depot at Carson City

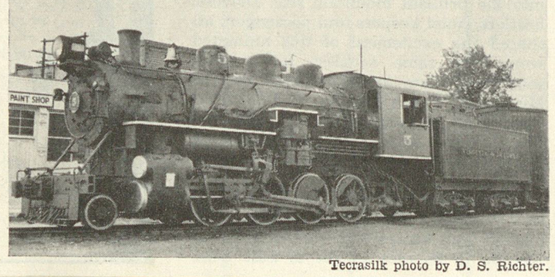
VIRGINIA & TRUCKEE RAILWAY.

A. A. Hartmann, President, 15 Broad St., New York, N.Y.
F. E. Murphy, Vice-President.
H. L. Griffiths, Fht. Traf. Mgr.
S. C. Bigelow, Secretary and Passenger Traffic Manager.
E. W. Miller, Auditor.
General Offices—Carson City, Nev.

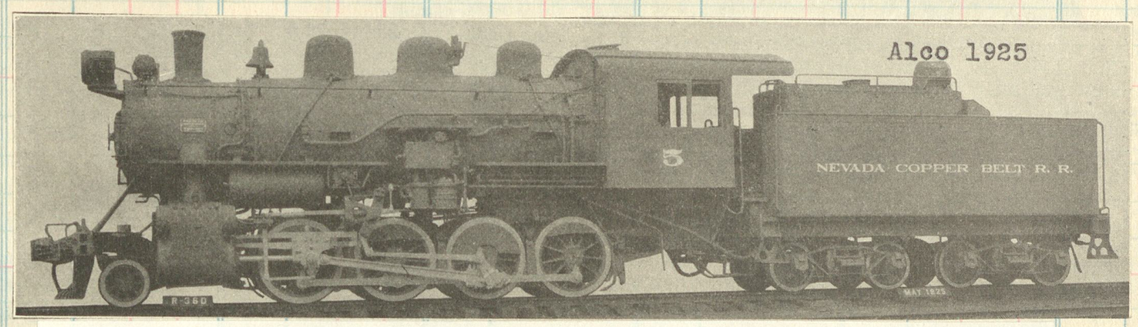
				Mls	January 22, 1934.						
P M	A M	A M	A M	....	LVE.] (*Pac. time.*) [ARR.	P M	P M	P M	P M	P M
†440	†1030	*8 30	†800	0	.....Reno[1].....	1 05	4 25	4 50	6 00	5 50
5 02		8 50	8 25	11	.....Steamboat.....	12 44	4 05	4 28	5 54	5 09
5 40	Via	9 25	9 20	31	arr..Carson City..lve.	†1210	†330	3 50	†4 45	§435
P M		A M	A M	31	lve..Carson City..arr.	P M	P M	3 40	P M	P M
....		....	....	41	....Mound House[2]...	....	....	....	....	....
....	12 15	....	....	52	arr..Virginia City..lve.	....	....	†2 25	....	....

				Mls	MINDEN BRANCH					
P M	....	A M	A M	...	LEAVE] [ARRIVE	A M	A M	P M	P M	....
†550	.....	*9 35	†955	0	...Carson City...	10 25	3 20	4 05	4 50	.....
6 15	A M	10 00	10 35	15	..... Minden	10 00	2 55	†325	4 00	.....
6 20	†1010	10 05	A M	16	..⊡Gardnerville..	†9 55	2 45	P M	§3 55	.....
P M	12 10	A M	....	73	ar..⊡Yerington..lv.	A M	1 00	....	P M	.....
.....	12 20	.....	....	73	lv..⊡Yerington..ar.	....	10 15	....	....	.....
.....	2 50	.....	.....	134	..⊡Hawthorne...	.....	†8 00	.....	.....	.....
.....	P M	.....	.....	...	ARRIVE] [LEAVE	.....	A M	.....	.....	.....

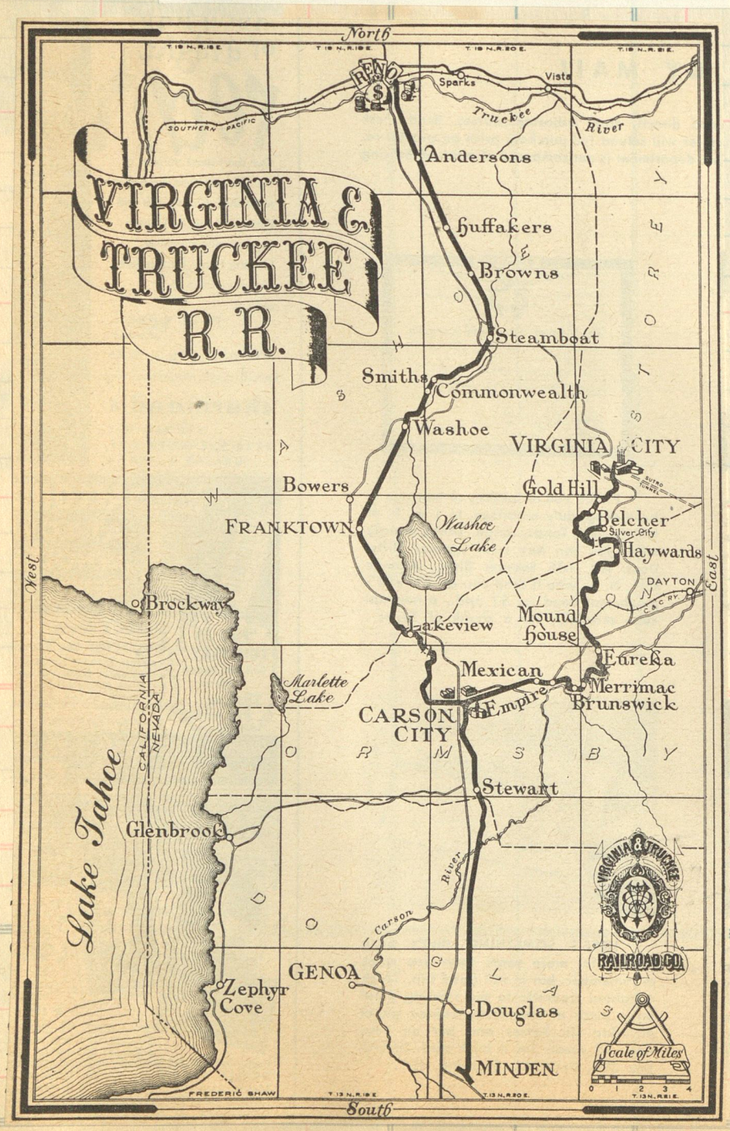
*Daily; †daily, except Sunday; §Sunday only. ⊡By auto stage.
Connections.—[1]With So.P.Lines and West.P.R.R. [2]With So.P.Lines.

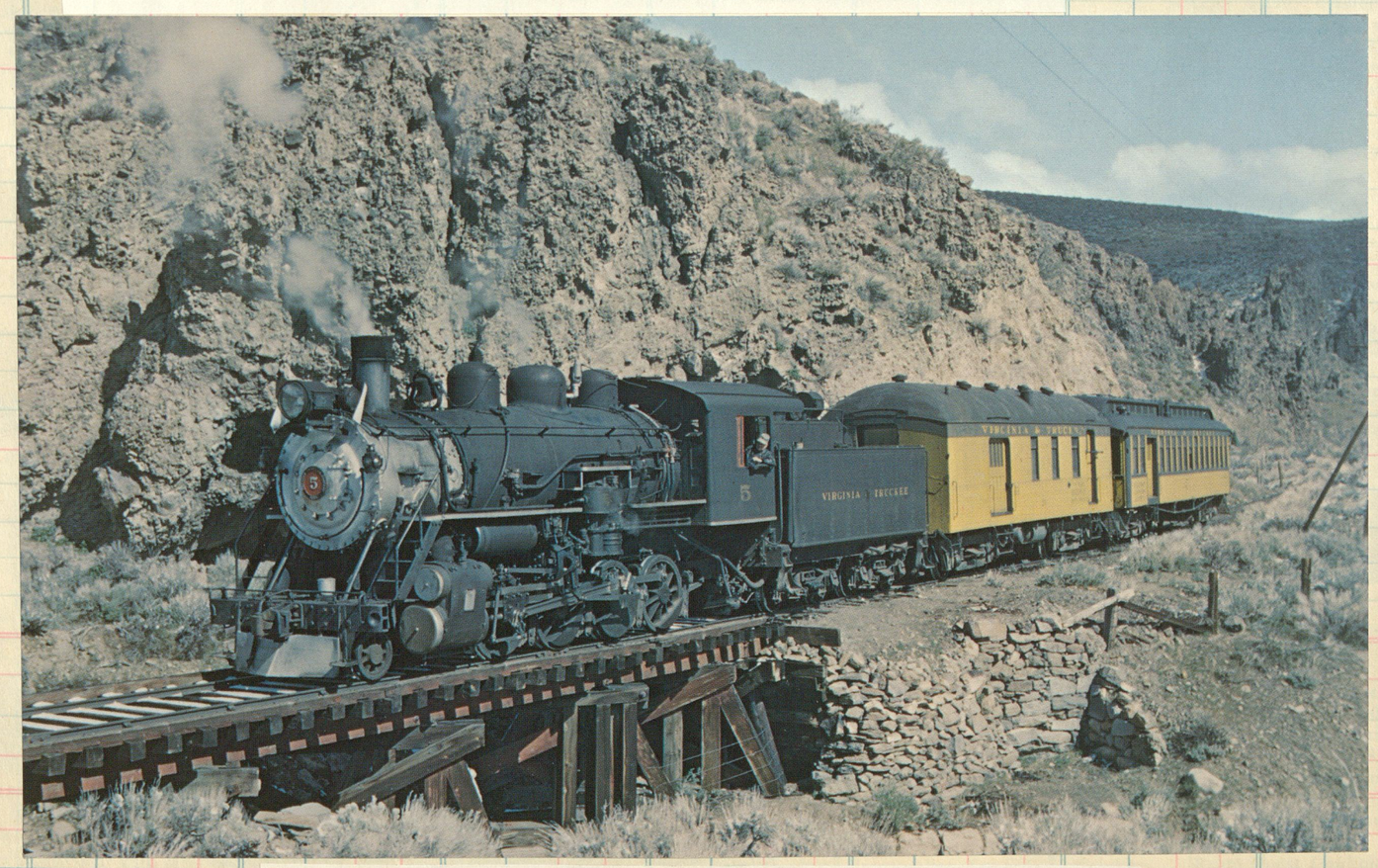


Tecrasilk photo by D. S. Richter.



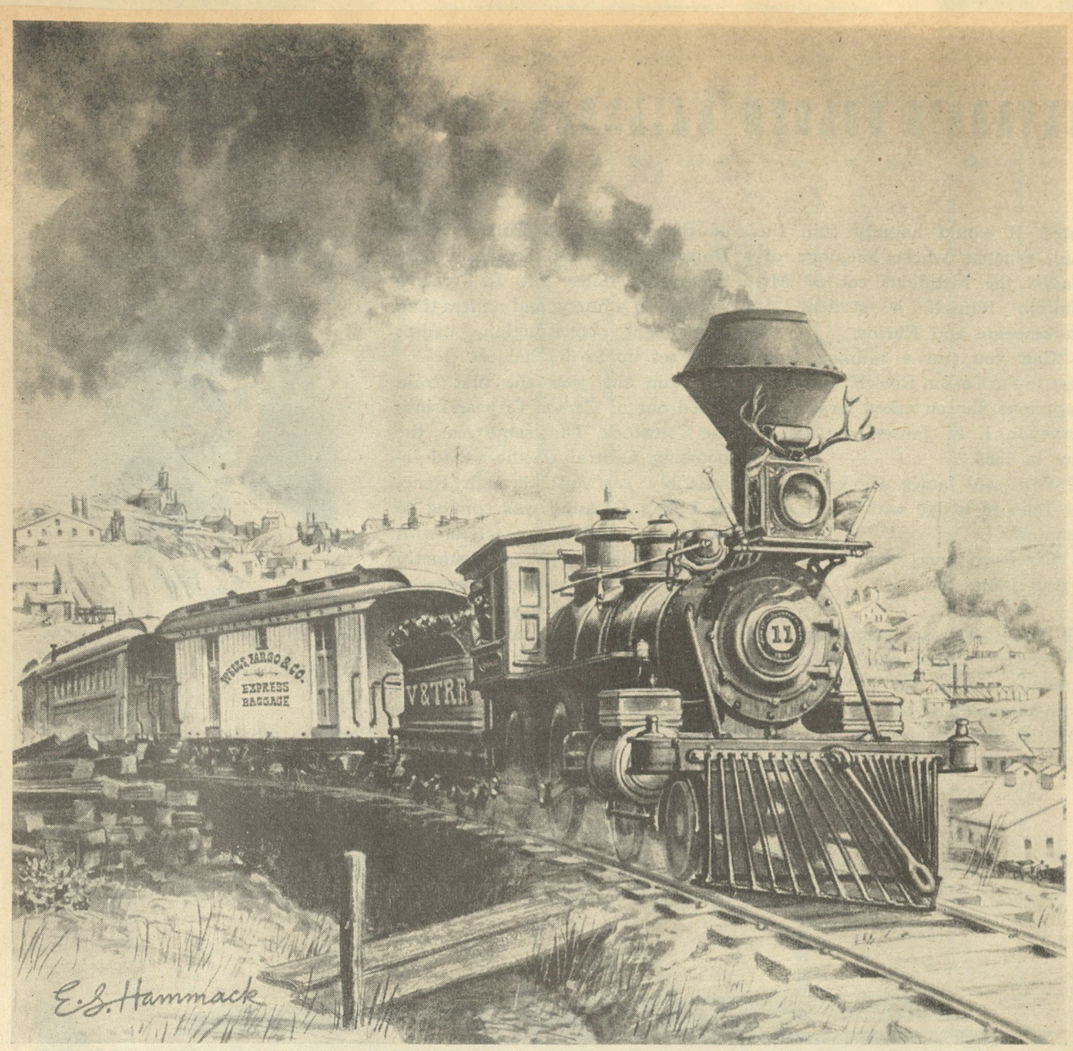
N C B #5, a 2-8-0 built by Richmond (c/n 66302) in 1925
Sold to the V & T as second #5 in 1947





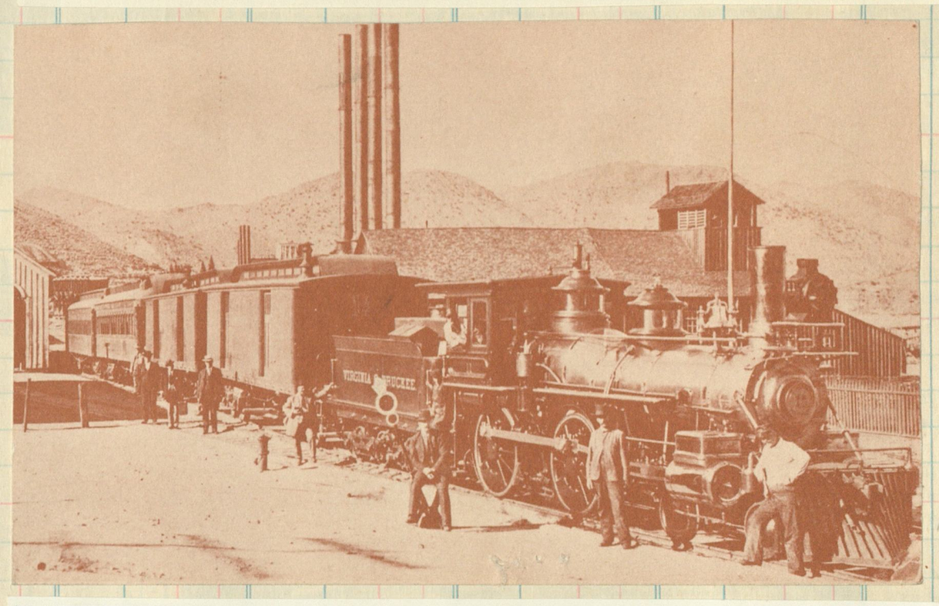
Closing out 81 years of faithful service. The boisterous days have long departed and the little train heads into oblivion. A lonely train in in lonely Washoe Canyon crosses over Steamboat Creek trestle on May 5th 1950, the last week of operation.

Clos. No. | Am | Sold | Amount

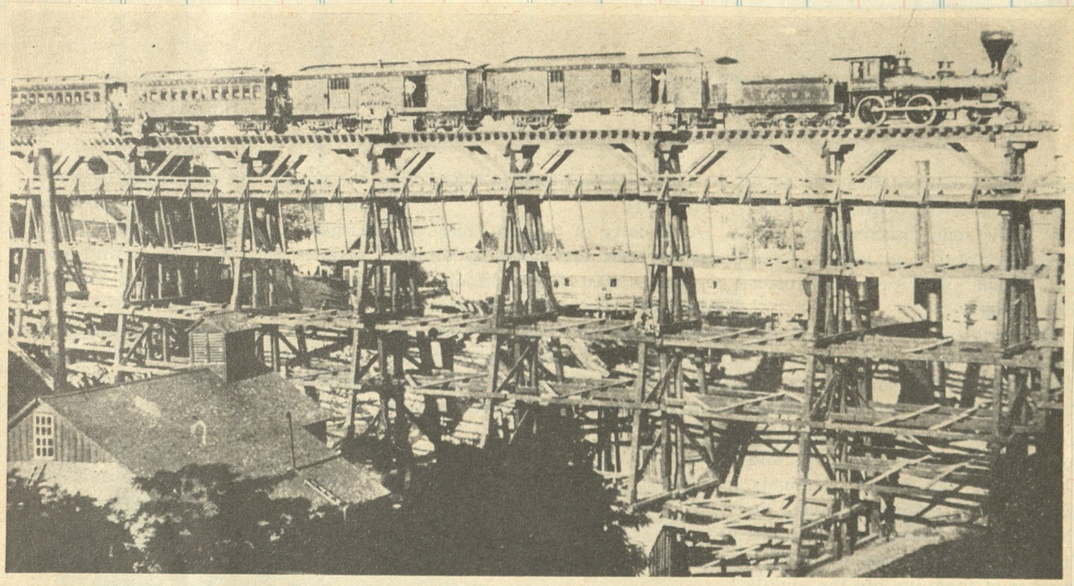


Painted by E. S. Hammack

With her green flags whipping the Nevada breeze, No. 11, the *Reno*, proudly approaches Gold Canyon trestle at Gold Hill. Note the deer antlers on her headlight, a not-uncommon device in the Old West. The beautiful *Reno*, after a long, honorable career on the "Golden Railroad," was sold for $5,000 to M-G-M and has since been immortalized in many movies.

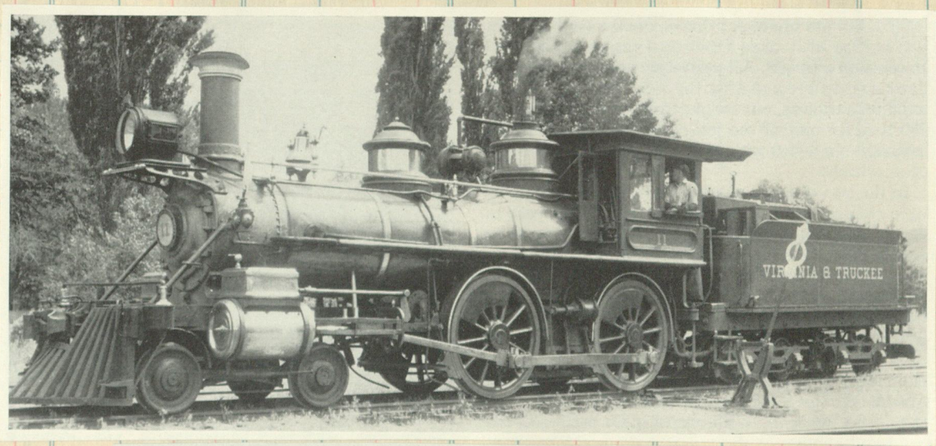


1905



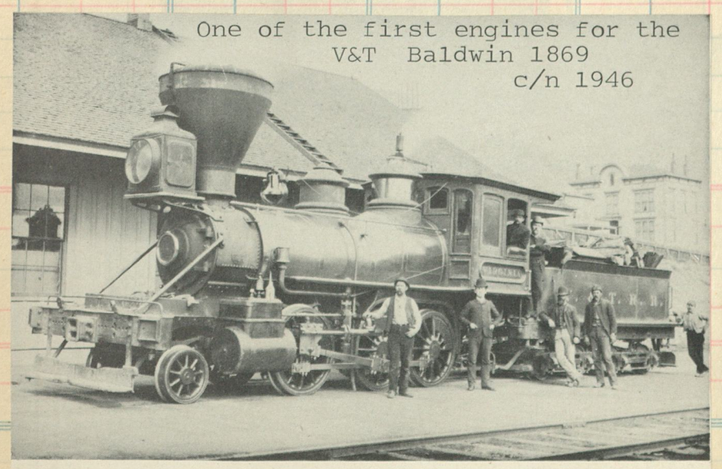
David L. Joslyn

Hoggers held down their speed to a crawl while they rolled over the tall, creaking, wooden trestle that spanned Gold Canyon.

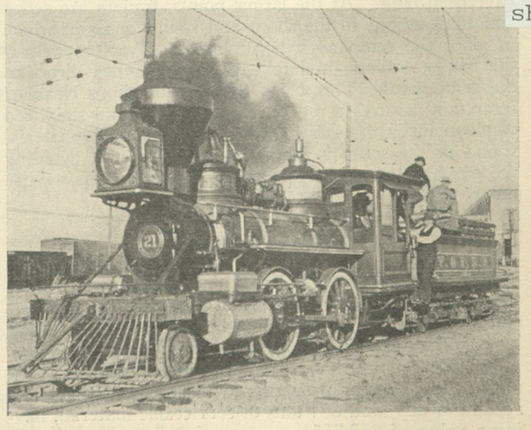


In 1872 the V&T took delivery of six new engines numbered 11-16. Two 4-4-0's, nos 11 & 12, were built by Baldwin and named "Reno" and "Genoa". In the course of seventy years of active duty, #11 is shown (top) in early eighties about to depart Virginia City. (center) Again at the same location in 1905 and after having been rebuilt as an oil burner. (bottom) And as she appeared during her last assignments in the late thirties. In 1945 she was sold to MGM Studios to be a movie "star".

One of the first engines for the V&T Baldwin 1869 c/n 1946



Virginia & Truckee No. 4, "Virginia"
Thirty-six oxen hauled her up the Geiger Grade



The "J. W. Bowker," an Old Virginia & Truckee Locomotive Owned by the Railway & Locomotive Historical Society, Pacific Coast Chapter, After a General Overhaul at the Southern Pacific's West Alemeda Shops

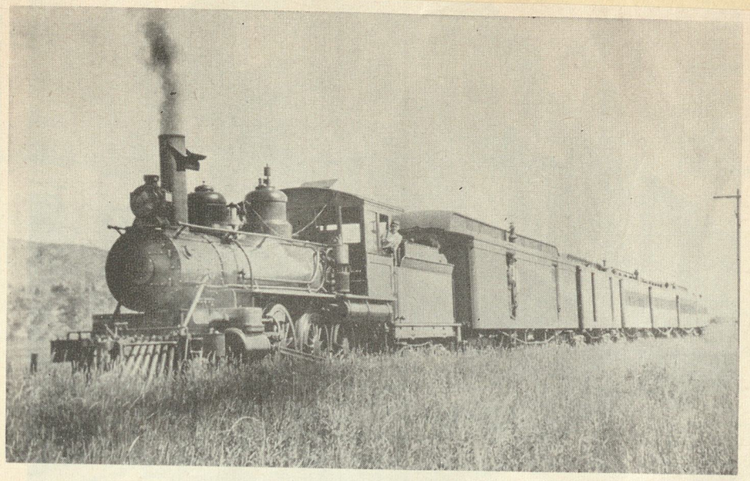
BALDWIN 1875

The Well-Known "J. W. Bowker"
For a while she was called the "Mexico" C/N 3689

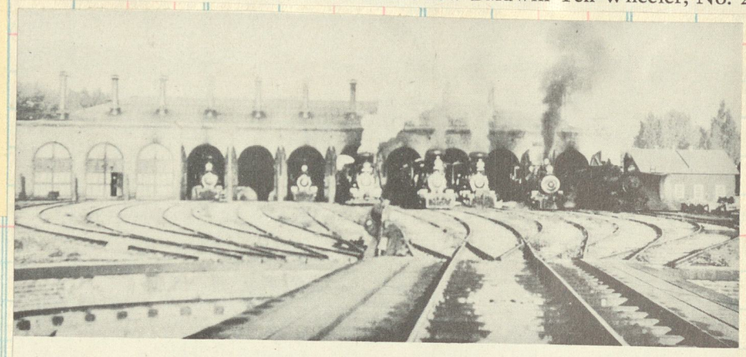
Here is second No. 25 of the famous Virginia & Truckee Railroad. It was built by Baldwin in 1905 for the V&T and was sold in 1947 to one of the moving picture companies. It is shown here as it was spotted for pictures on the occasion of a railfan trip to Carson City from San Francisco in September of 1941. First No. 25 was an 1889 Rhode Island-built 4-4-0, originally Union Pacific No. 655, scrapped at Macdoel, California in 1937 as the property of a lumber concern.

e/M 25016

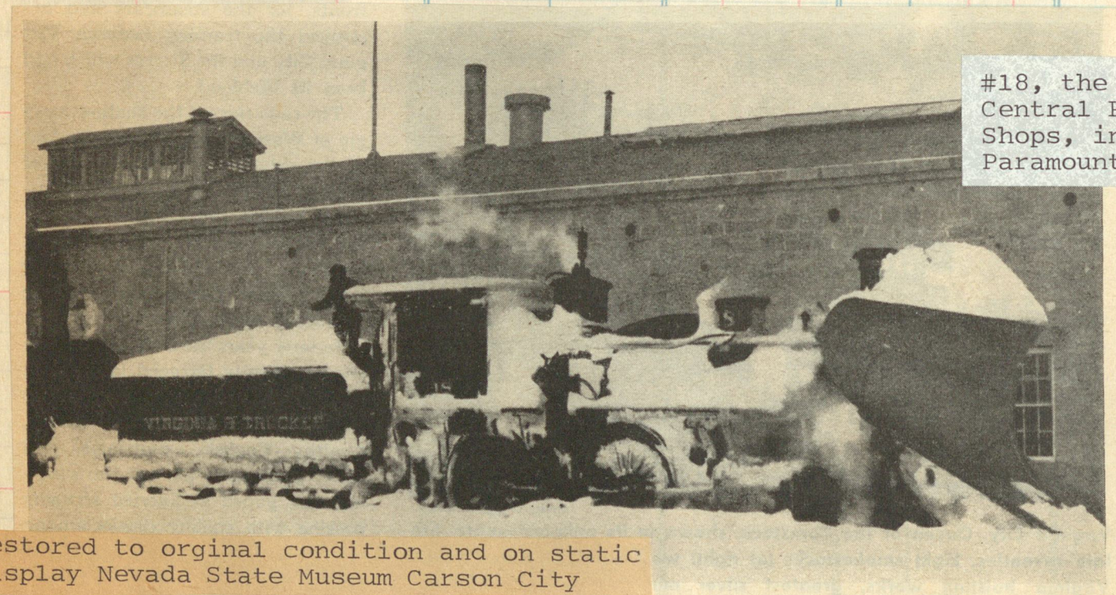
Now restored, operational, Nevada St Museum Carson City 1983



THE AFTERNOON EXPRESS from Virginia City and Carson approaches Reno in 1905 with five cars and a brand-new Baldwin Ten-Wheeler, No. 25.

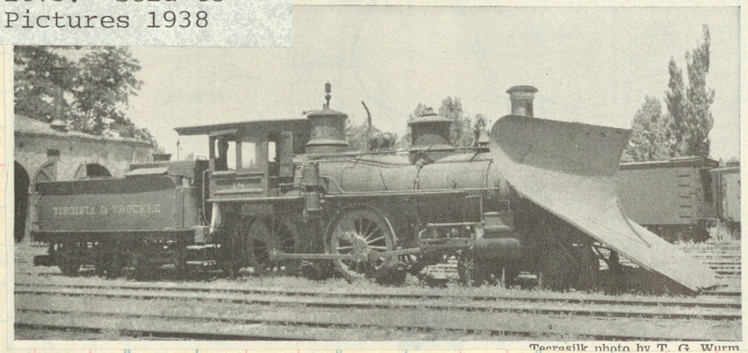


CARSON CITY ROUNDHOUSE ON A BUSY MORNING

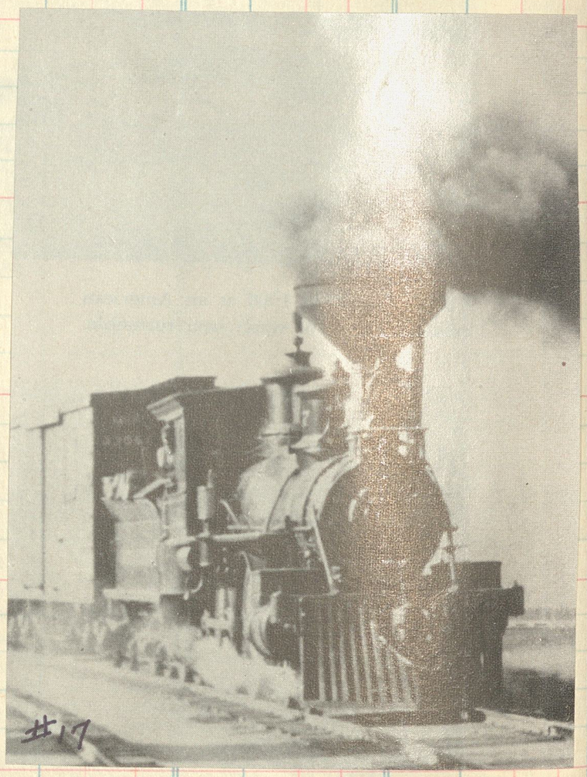


Restored to orginal condition and on static display Nevada State Museum Carson City

#18, the DAYTONA, blt by Central Pacific, Sacramento Shops, in 1873. Sold to Paramount Pictures 1938



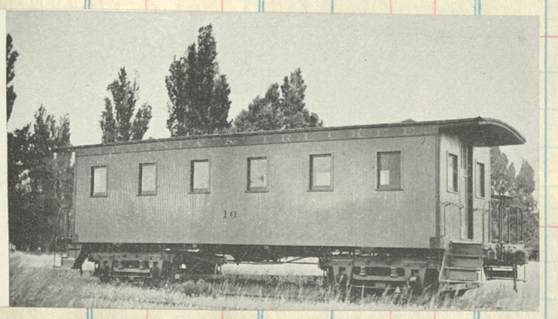
Teerasilk photo by T. G. Wurm

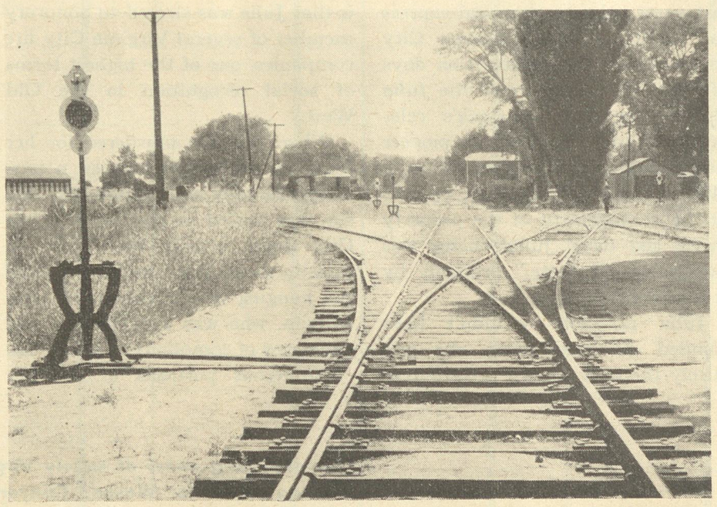


#17

The *Dayton* stands outside old Carson City roundhouse just after a blizzard in the winter of 1912-'13.

This historic car, the one time Virginia and Truckee's No. 10, was built by the Kimball Manufacturing Company in San Francisco in 1872. Years later Cecil B. De Mille bought it for one of the properties in Paramount's great money-making film of frontier times, "Union Pacific." Gerald Best photograph.

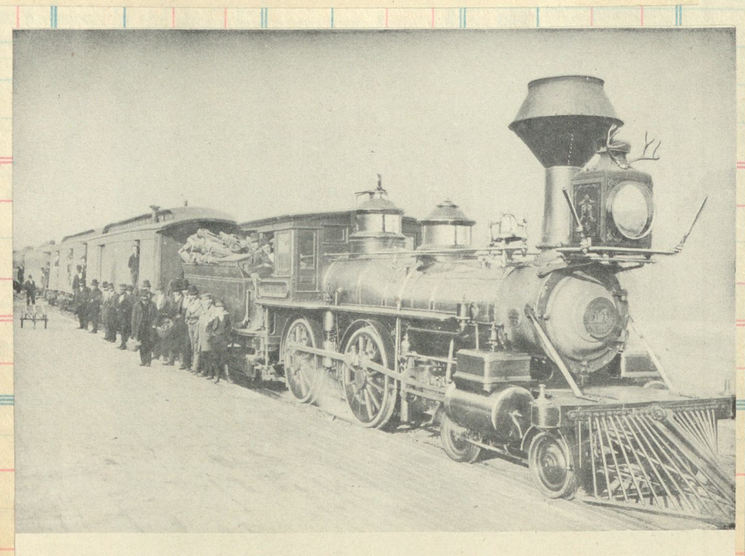




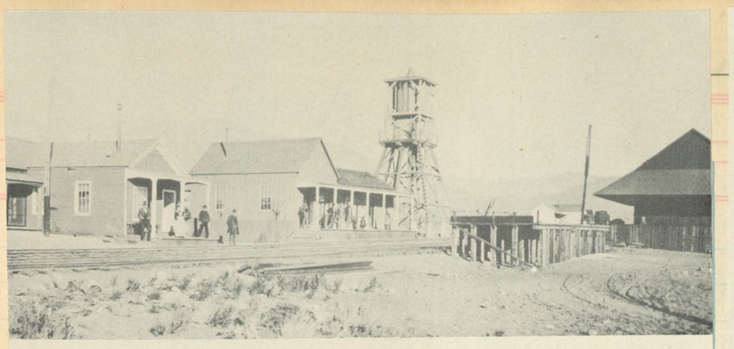
D. W. Yungmeyer

Three-way stub switch at Carson City was a favorite subject for shutter-bugs on railfan trips in old V&T's Indian Summer.

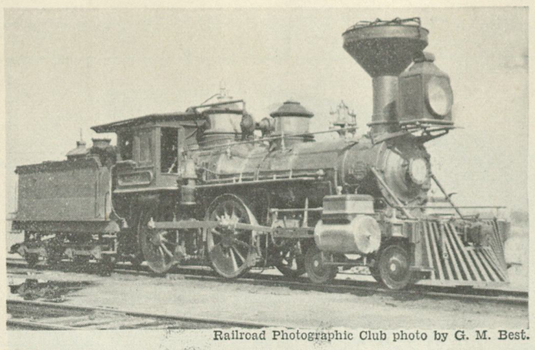
Virginia and Tuckee Train on the Crown Point Trestle about 1885.



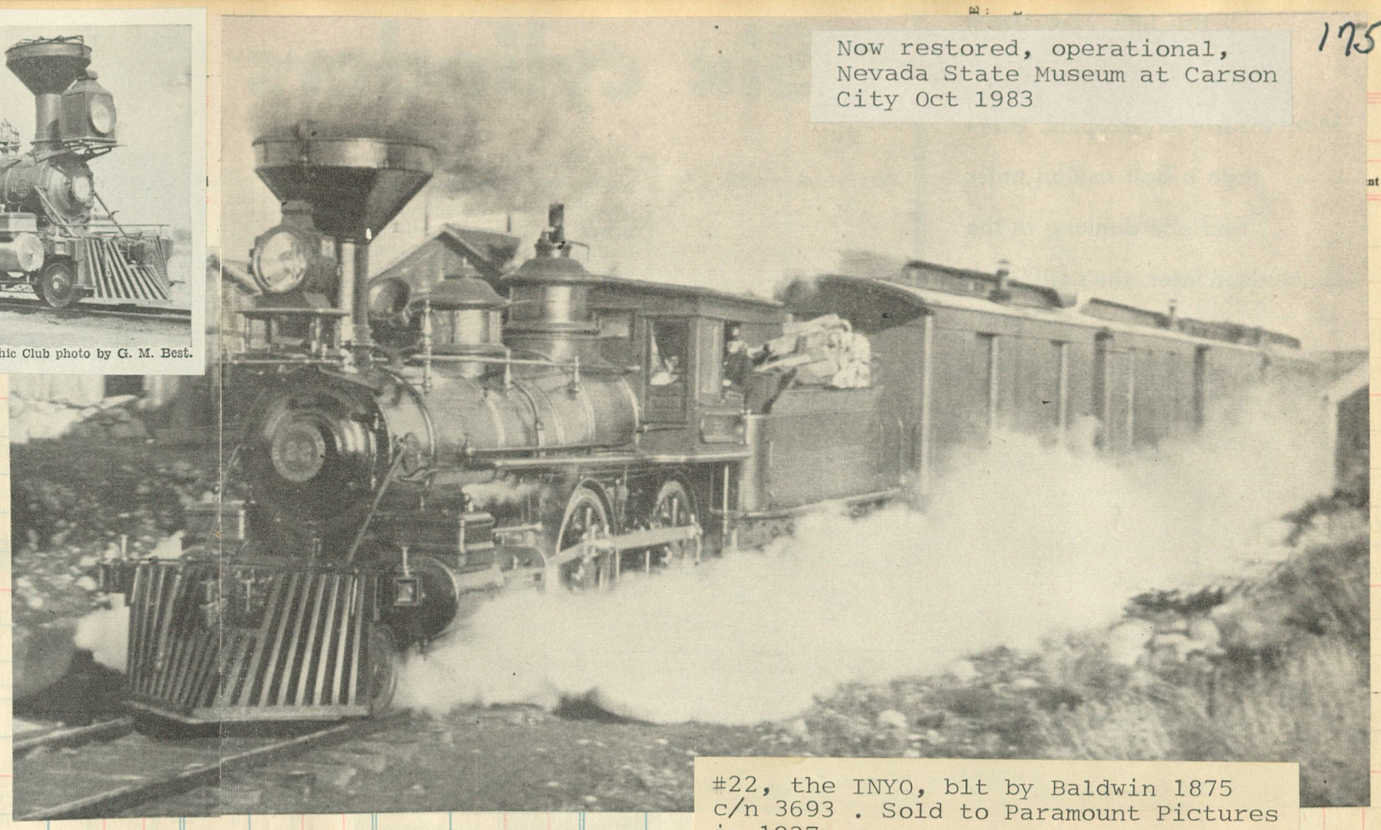
THE "RENO" AND HER TRAIN PULL INTO CARSON CITY



Mound House Station

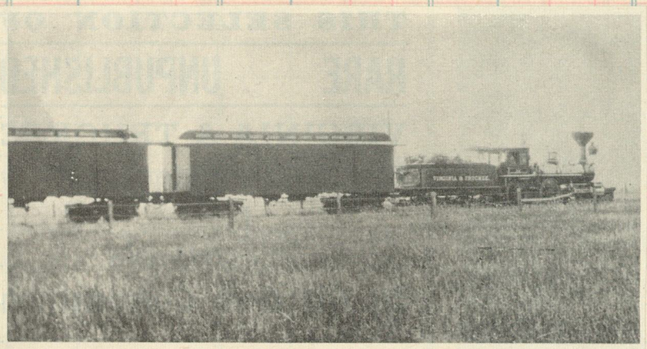


Railroad Photographic Club photo by G. M. Best.

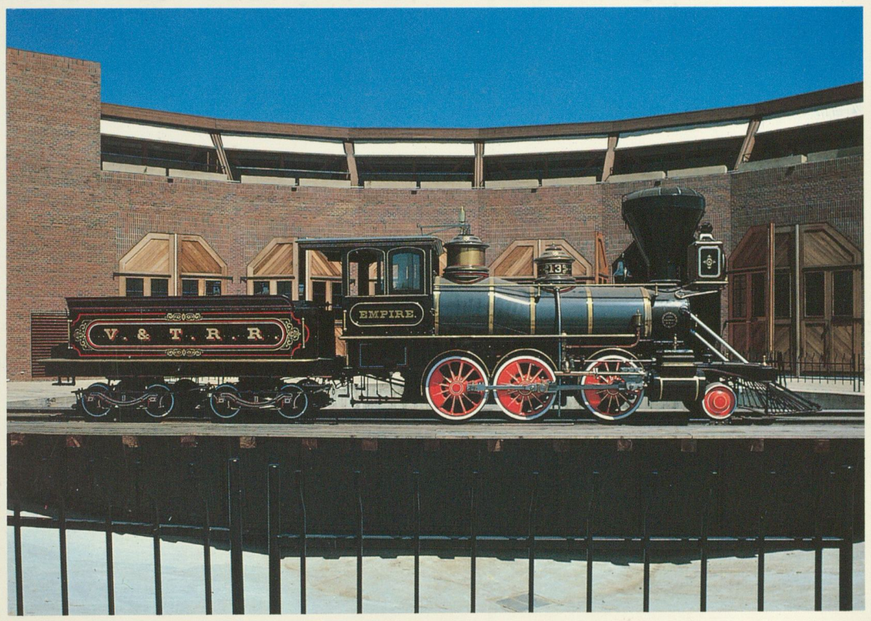


Now restored, operational, Nevada State Museum at Carson City Oct 1983

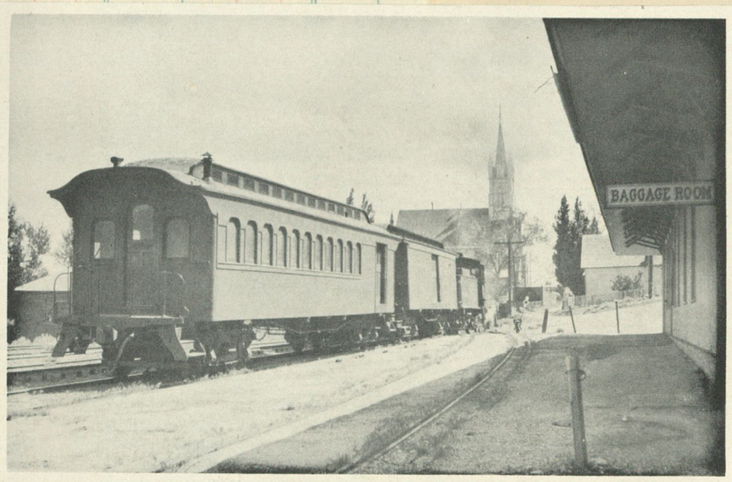
#22, the INYO, blt by Baldwin 1875 c/n 3693 . Sold to Paramount Pictures in 1937.



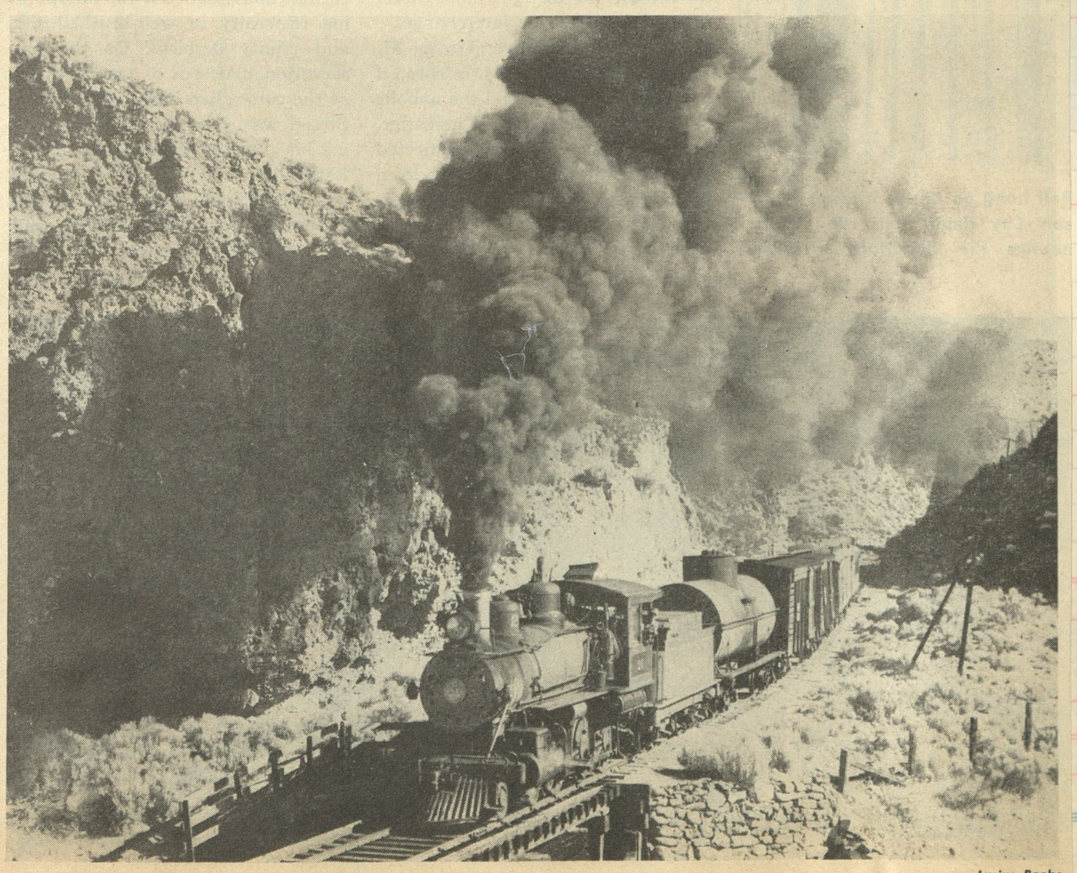
AMID TALL GRASSES: No. 22, the *Inyo*, in the Truckee Meadows.

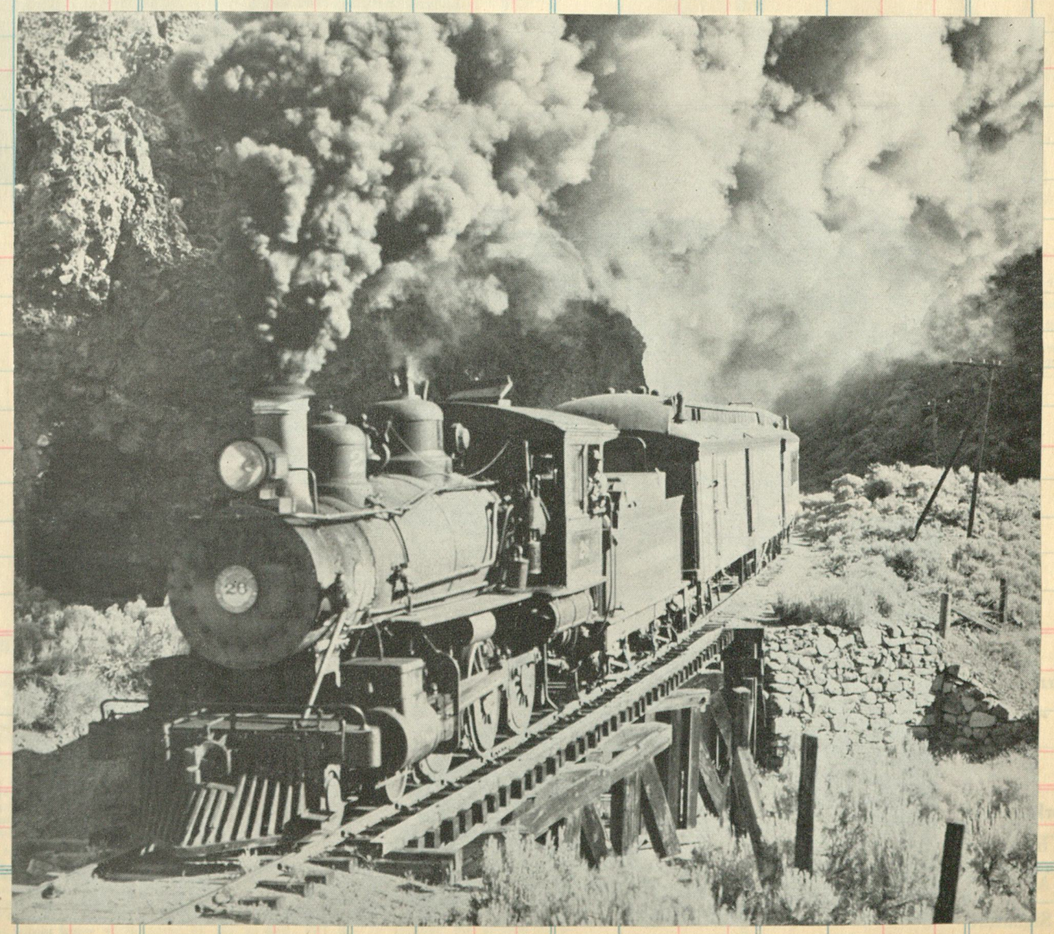


The EMPIRE as she appears today on static display at Cal RR Museum. Blt by Baldwin in 1872 c/n 3091. Sold to Pacific Portland Cement in 1924 and noed 501. Obtained by R&LHS in 1938



An Empty Train Leaves a Deserted Depot in a Silent Town
Virginia City in 1938

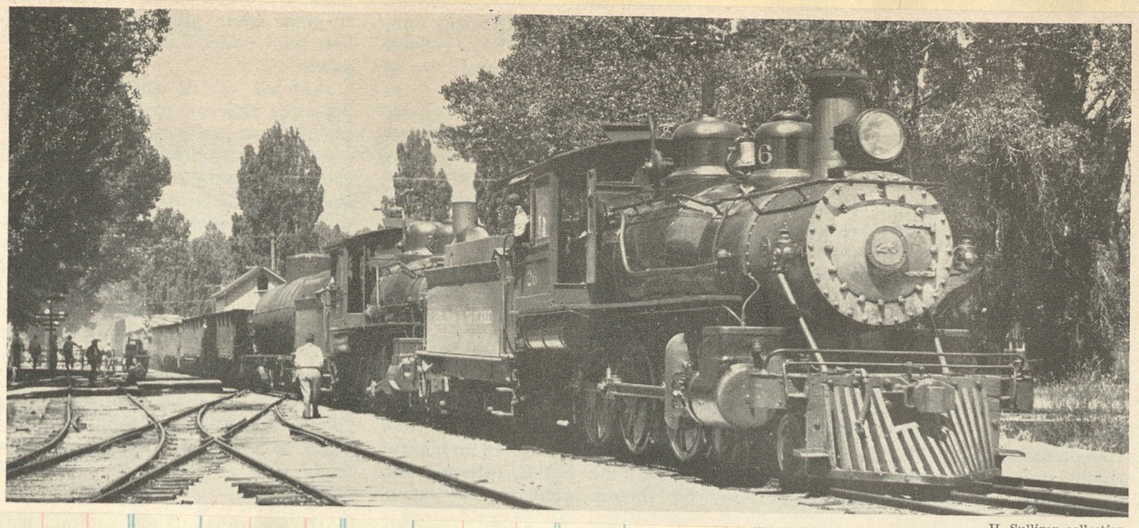




Two shots of #26 [Baldwin 1907 c/n 31341] crossing Steamboat Creek

H. R. Griffiths, Box 1162, Boise, Ida.

After the Nevada Copper Belt Railway abandoned service March 24, Virginia & Truckee purchased this trim Consolidation, shown handling a southbound mixed train up a heavy grade↑ near Washoe, Nev., and rolling along a Carson City Street↓.



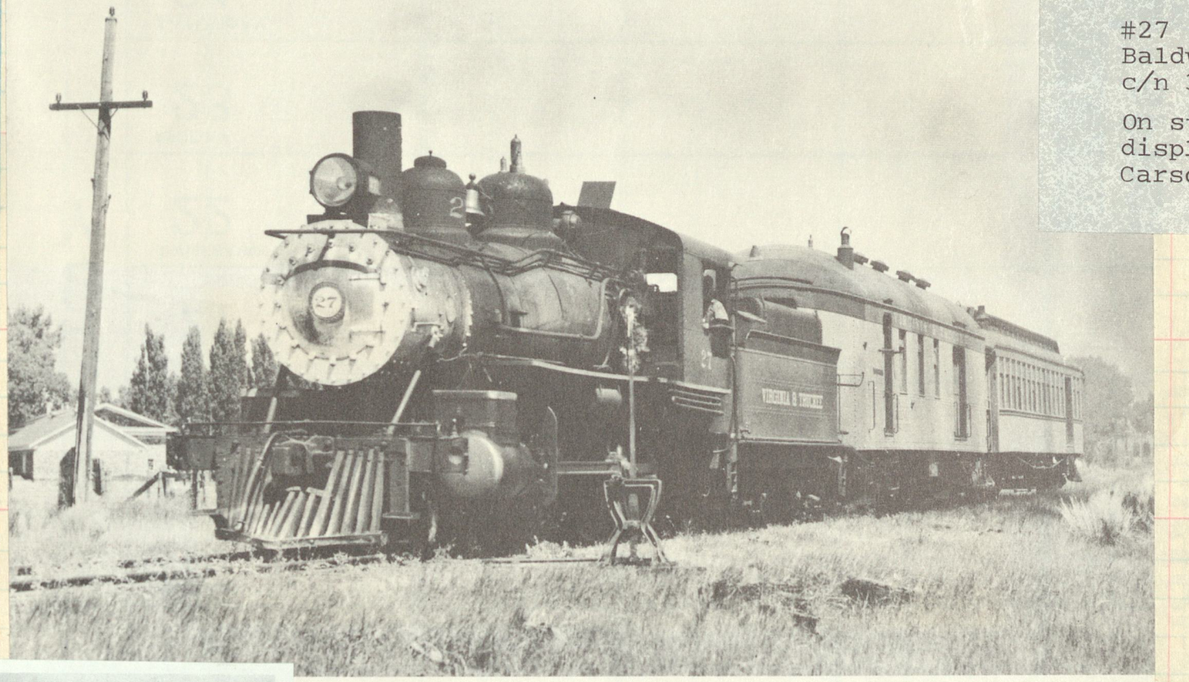
H. Sullivan collection

AT

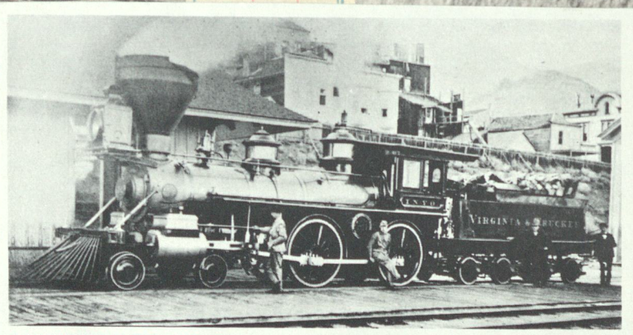
mt	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

#27 4-6-0
Baldwin 1913
c/n 39453

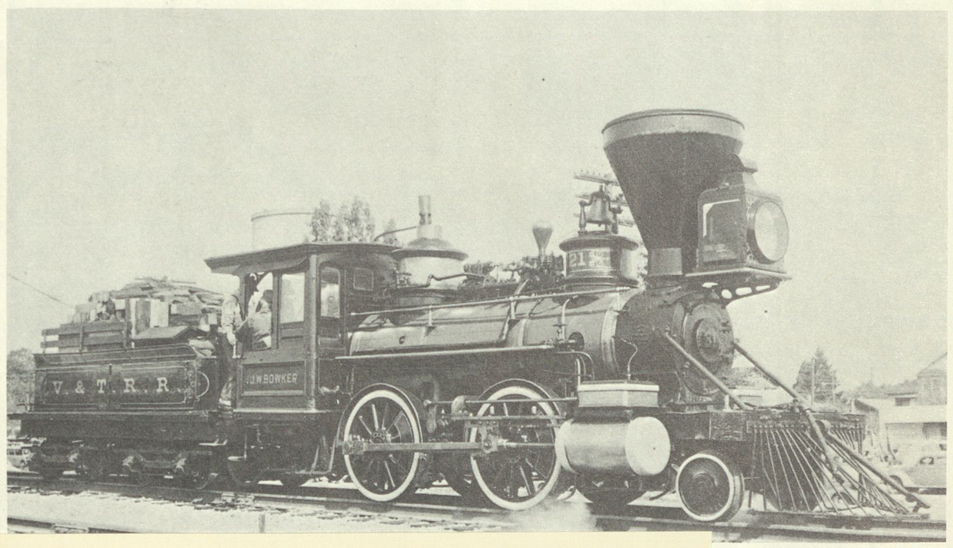
On static display at Carson City



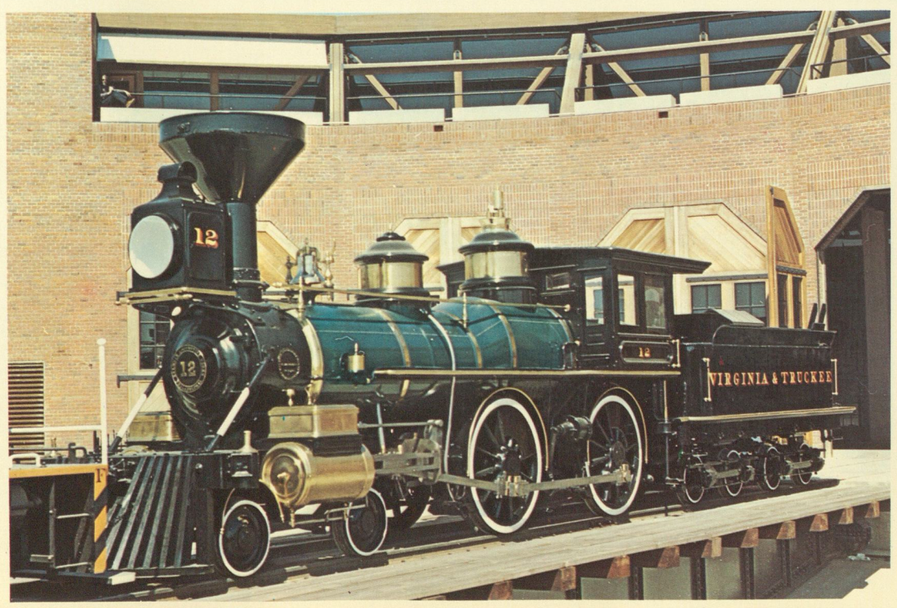
VIRGINIA & TRUCKEE • Stewart, Nevada • Donald Duke



4-4-0 NUMBER 22, THE *INYO*, AT VIRGINIA CITY ABOUT 1876 —D. S. RICHTER COLLECTION



#27 rolls the southbound mixed thru Franktown



These two old relics still exist at the Calif RR Museum in Sacramento. The J.W. Bowker can be made operational but #12, the old GENOA, is on static display.

UNADILLA VALLEY STATION.

NYCS
A P A-46

179

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos	. No.	S	Amount	Clos. No.	Sold	Amount

UNADILLA VALLEY RAILWAY.

LEWIS R. MORRIS . . . . . President.
JOHN H. HALL, Jr. . . . . Secretary.
C. A. DEGEN . . . . . Treasurer.
H. A. BROME . . . . . General Manager.
C. L. MATTESON . . . . . Auditor.
R. T. REIDENBACH, General Freight and Passenger Agent.

General Offices—New Berlin, N.Y.

January, 1933.

	Miles		
		[LEAVE]	[ARRIVE]
Freight Service only.	0	Bridgewater	Freight Service only.
	2	River Forks	
	5	Leonardsville	
	9	West Edmeston	
	12	Sweets	
	15	South Edmeston	
	20	New Berlin	
		[ARRIVE]	[LEAVE]

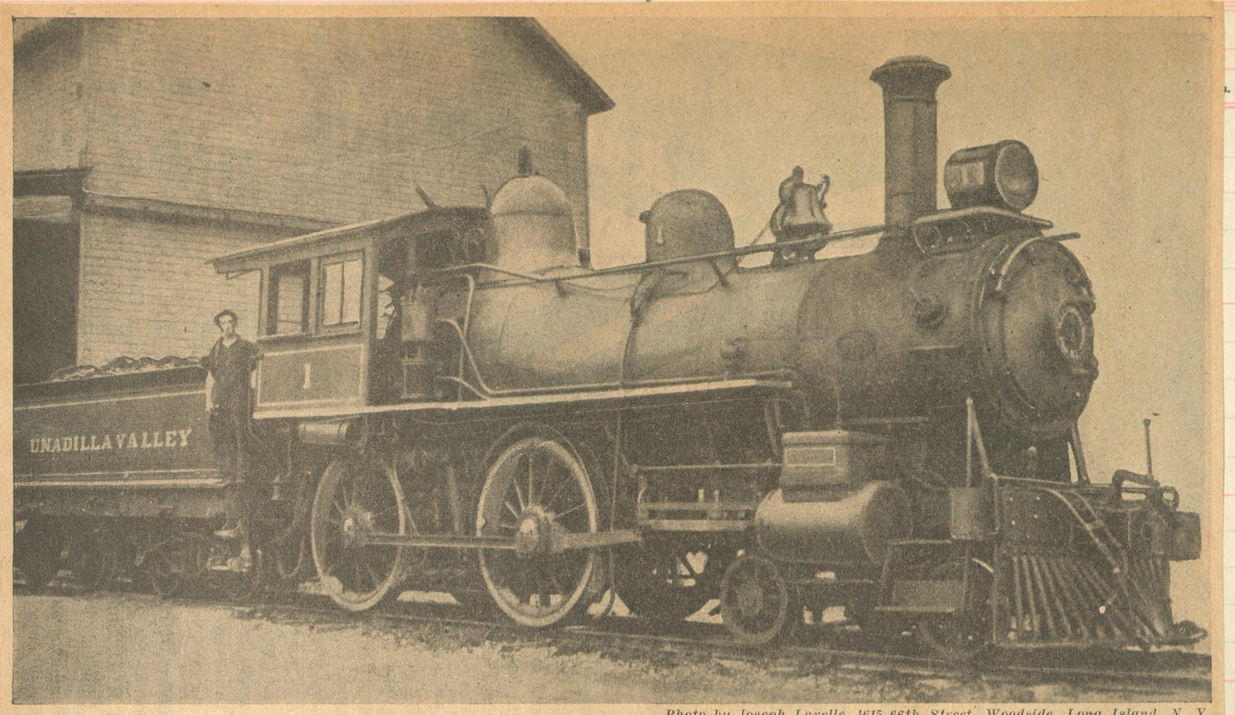


Photo by Joseph Lavelle, 4615 66th Street, Woodside, Long Island, N. Y.

BUILT BY RHODE ISLAND LOCOMOTIVE WORKS in 1895 and photographed thirty years later just outside the engine-house at New Berlin, N. Y., the One-spot of the Unadilla Valley Railway presented a gay appearance with a red smokestack and trimmings to match—and did the boys keep her spic and span! The UV is a 42-mile road between Bridgewater and New Berlin Jct., N. Y., now used for freight only, serving as a feeder line for the Lackawanna and the New York, Ontario & Western

Unadilla Valley #1
"Pandragon"
Rhode Island 1895

2036

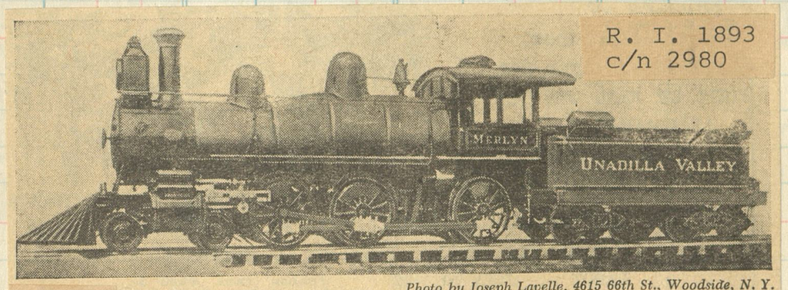
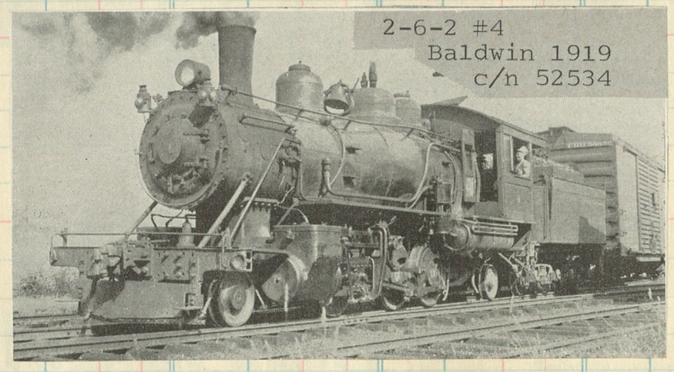
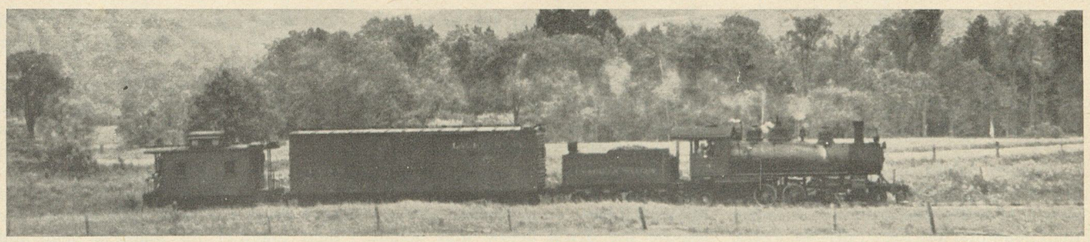


Photo by Joseph Lavelle, 4615 66th St., Woodside, N. Y.

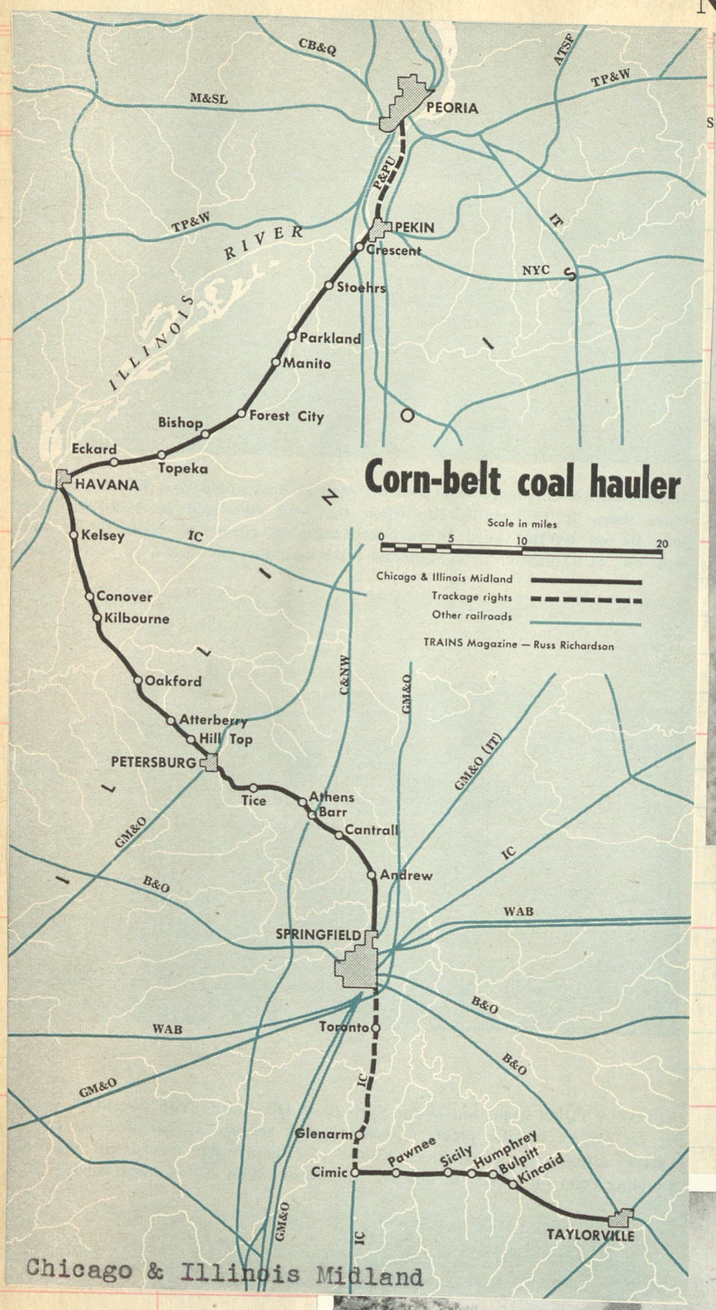
Old Number 2, the *Merlyn*, of the Unadilla Valley Railway





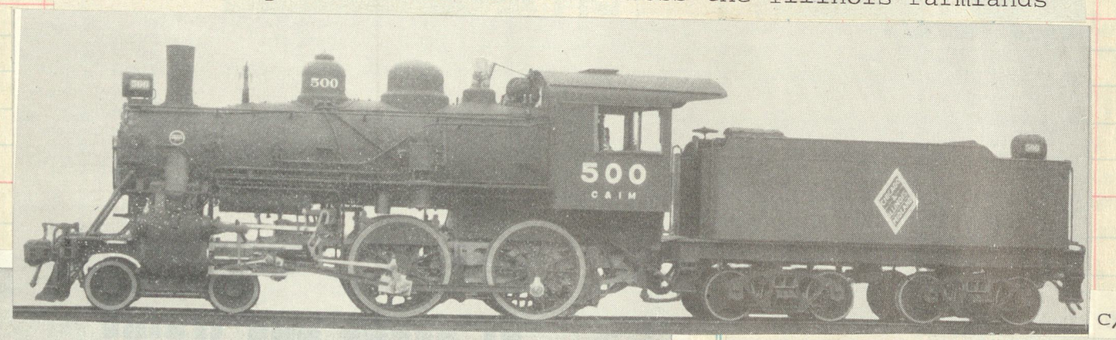
178

New York Cen CHICAGO & ILLINOIS MIDLAND RY. CO. AT



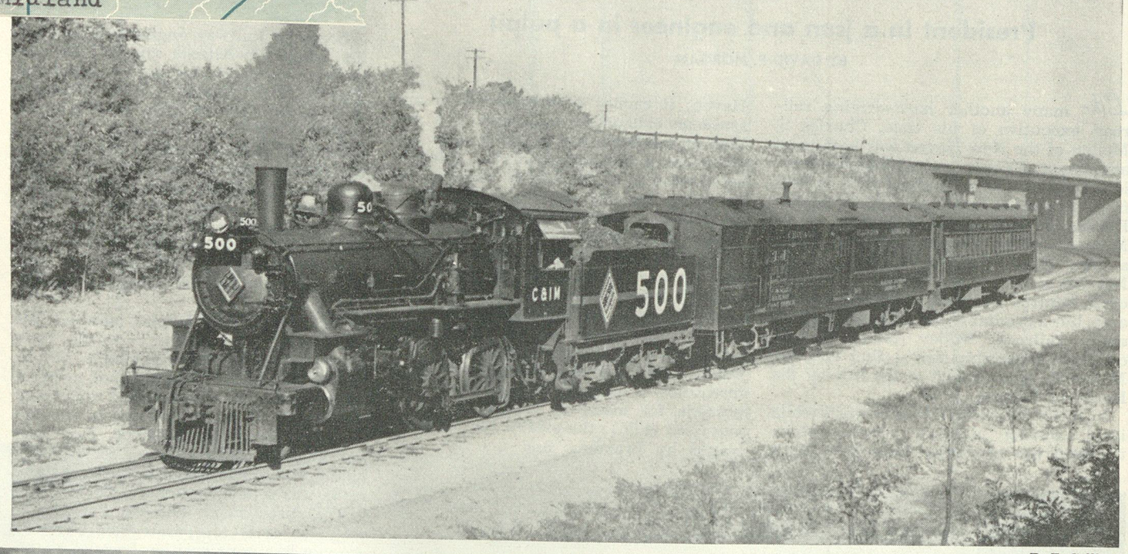
Chicago & Illinois Midland

As haughty and aristocratic as the 20th Century Limited, this Pekin-Springfield local streaks across the Illinois farmlands

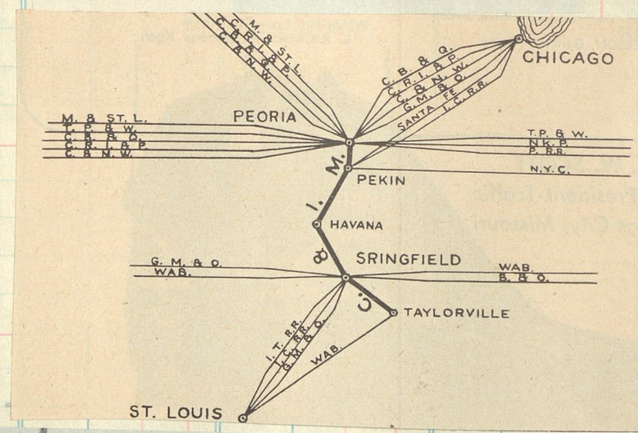


c/n 60064

In 1927 Baldwin delivered a pair, 500-501, of dignified Americans and built one more, #502, in 1928.



R. F. Collins.



No. 7	No. 5	Mls.	February 5, 1933.	No. 6	No. 8	....
			LEAVE ARRIVE			
*3 05 P M	*7 00 A M	0	Peoria	10 25 A M	5 10 P M	....
3 27 "	7 25 "	9.3	Pekin	10 02 "	5 45 "	....
3 31 "	7 29 "	10.7	Crescent	9 56 "	5 42 "	....
3 54 "	7 31 "	11.7	Powerton	9 53 "	5 39 "	....
3 36 "	7 33 "	13.1	Stoehrs	9 51 "	5 37 "	....
3 44 "	7 41 "	18.2	Parkland	9 42 "	5 28 "	....
3 50 "	7 47 "	21.2	Manito	9 36 "	5 24 "	....
3 54 "	7 52 "	24.0	Union	9 30 "	5 18 "	....
3 58 "	7 55 "	25.9	Forest City	9 27 "	5 16 "	....
4 06 "	8 05 "	28.8	Bishop	9 18 "	5 07 "	....
4 12 "	8 13 "	32.0	Topeka	9 12 "	5 02 "	....
4 17 "	8 18 "	35.2	Eckard	9 05 "	4 56 "	....
4 28 "	8 32 "	40.2	Havana	8 55 "	4 48 "	....
4 37 "	8 41 "	44.2	Kelsey	8 41 "	4 37 "	....
4 40 "	8 45 "	46.0	Long Branch	8 38 "	4 33 "	....
4 45 "	8 50 "	48.8	Conover	8 33 "	4 28 "	....
4 49 "	8 55 "	50.7	Kilbourne	8 30 "	4 25 "	....
4 57 "	9 04 "	54.9	Oakford	8 22 "	4 17 "	....
5 04 "	9 11 "	58.6	Atterbury	8 14 "	4 09 "	....
5 11 "	9 18 "	62.3	Hill Top	8 07 "	4 02 "	....
5 16 "	9 23 "	64.4	Petersburg	8 03 "	3 58 "	....
5 25 "	9 32 "	68.4	Tice	7 53 "	3 48 "	....
5 34 "	9 41 "	72.7	Athens	7 45 "	3 40 "	....
— —	— —	74.5	Barr	— —	— —	....
5 42 "	9 49 "	76.0	Cantrall	7 38 "	3 33 "	....
5 48 "	9 56 "	79.6	Andrew	7 30 "	3 25 "	....
5 57 "	10 04 "	84.2	Ridgely	7 21 "	3 16 "	....
— —	— —	85.6	Shops	— —	— —	....
6 13 P M	10 15 A M	87.1	Springfield	*7 10 A M	*3 05 P M	....
			ARRIVE LEAVE			
Freight Service only.			Springfield Shops (Via I. C. R.R.) Cimic	Freight Service only.		....
		0	Compro			....
		4.2	Auburn			....
		5.7	Beechley			....
Freight Service only.		7.5	Cimic	Freight Service only.		....
		11.5	Pawnee			....
		16.3	Sicily			....
		18.5	Humphrey			....
		20.5	Kincaid			....
		23.8	Callaway			....
		28.4	Taylorville			....

Trains marked * run daily
δ Telegraph stations.
STANDARD—Central time.

PRINT a brief history of the Chicago & Illinois Midland Railway.

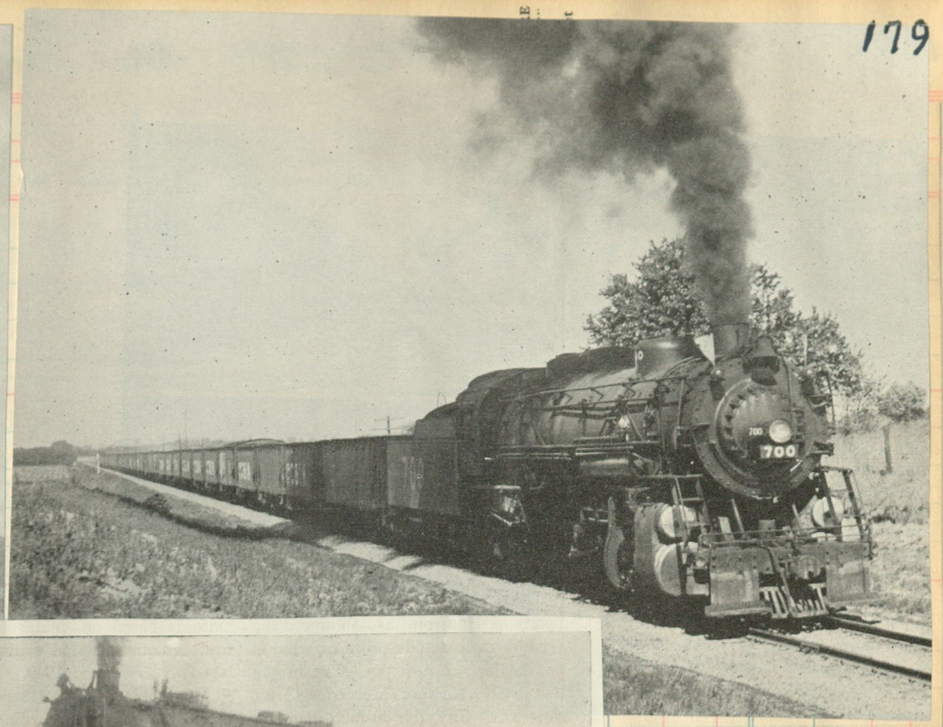
The C&IM was incorporated in Illinois, July 17, 1905, as the Central Illinois Railway, changing to the present title on January 20, 1906. That same year it absorbed the Pawnee Railroad and in 1936, the Springfield, Havana & Peoria. Entire capital stock, except directors' shares, is owned by Commonwealth Edison Company.

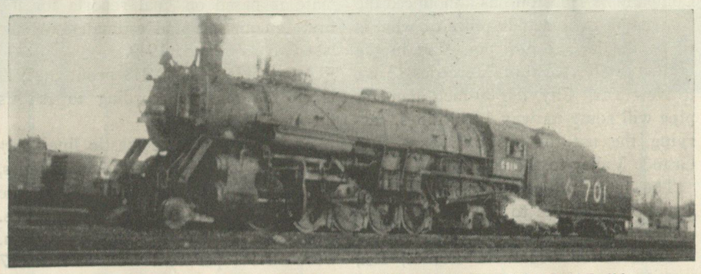
The mileage owned by the C&IM consists of twenty-six miles between Taylorville and Auburn; three and one-third miles between Auburn and Compro; and seventy-seven miles between Springfield and Pekin, a total of over 106 miles operating passenger service. In addition, it has trackage rights over the Illinois Central for the fifteen miles between Cimic and Springfield; more than nine miles over the Peoria & Pekin Union for the same cities; and a small fraction of a mile over the Alton's iron, make a total trackage operated of 130½ miles. There are nearly seventy-four miles of sidings.

Rail is 90- and 112-pound iron. Equipment includes twenty-four locomotives; three passenger cars; one combine; two mail and baggage; 2004 freight cars (coal, 1627; box, 325; stock, 30; cabooses, 22); thirty-seven service, for a total of 2047 cars.

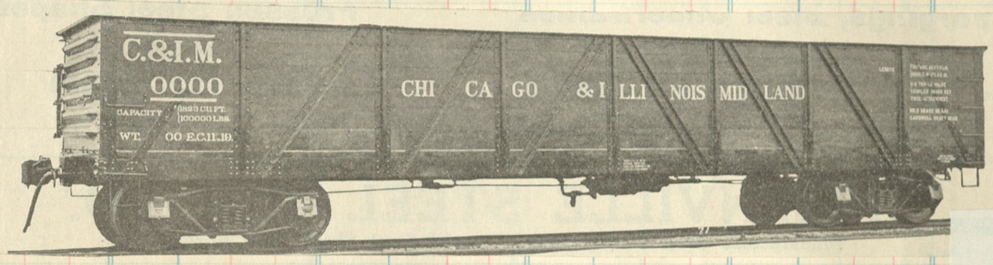
A modern 4-4-0 has just brought the C&IM's No. 6↑ in from Springfield to Pekin, 76 miles. By 9:48 a.m. just 10 minutes after arrival the conductor gives the high sign, and No. 502 is on the [illegible]

The 702, one of four (700-703) 2-10-2's constructed by Lima in 1931. c/n 7572-7585. Class H-1 cyls 30x32, BP 200# dvs 64" T E 76,500, with booster 88,000. All were retired in 1955. The 702 here is working a mixed consist near Pekin





CHICAGO & ILLINOIS MIDLAND ENGINE 701 AT TAYLORVILLE, ILL.



Built 1927
600-601
c/n 60245

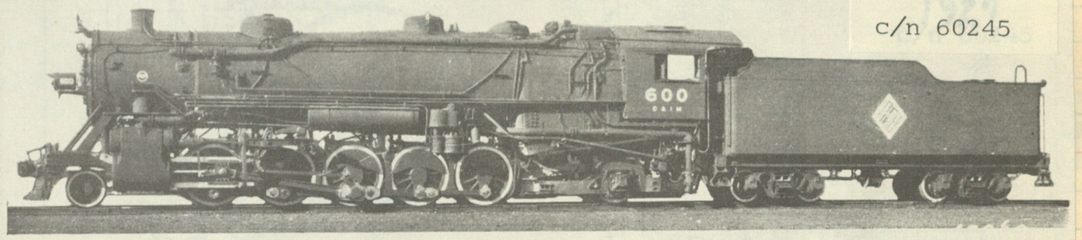
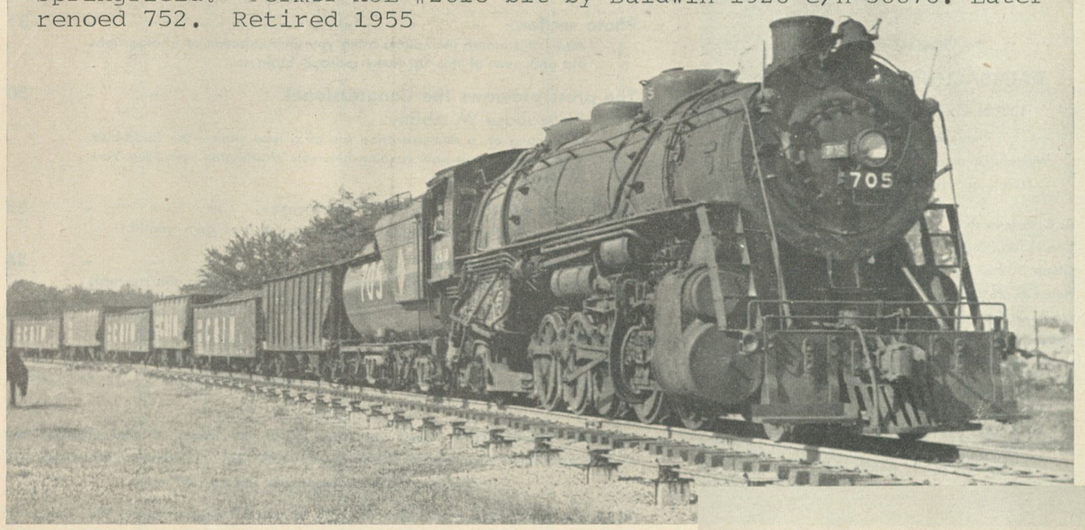


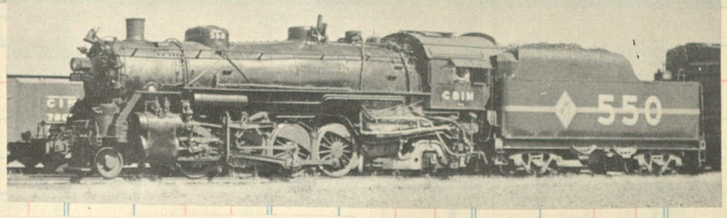
Fig. 125—Chicago & Illinois Midland 2-10-2 (Santa Fe) Type Locomotive, Equipped with Booster. Built by The Baldwin Locomotive Works.

Cylinders, diameter and stroke	27 in. x 32 in.	Driving wheel base	21 ft. 0 in.
Tractive force, engine	69,500 lb.	Total engine wheel base	40 ft. 4 in.
Tractive force, booster	11,500 lb.	Fuel	Soft coal
Drivers, diameter	57 in.	Grate area	76.3 sq. ft.
Weight on drivers	276,860 lb.	Steam pressure	200 lb.
Weight on front truck	23,040 lb.	Evaporative heating surface	4,585 sq. ft.
Weight on trailing truck	63,650 lb.	Superheating surface	1,066 sq. ft.
Total weight of engine	363,560 lb.	Tender capacity	10,000 gal., 16 tons

In January 1952 nine Santa Fe type were purchased from the Atlantic Coast Line. The 705 at work hauling coal tonnage northbound near Springfield. Former ACL #2016 blt by Baldwin 1926 c/n 58876. Later renoed 752. Retired 1955



Lima 1928



Santa Fe type 657, one of ten purchased from the Wabash, formerly #2524, class L-1 constructed by Brooks (c/n 57576) in 1917

Springfield Engine Terminal, April 19, 1955. 2-10-2 756 stands before heavy 0-8-0 547 (ex Kentucky & Indiana Terminal 27) and another sister 2-10-2, Number 754.

180

New York ... LES AT

FEATHER RIVER RAILWAY COMPANY.

5 *Land (593)....Cal.	15 *Craig Siding (2) .....Cal.	20 *Onyett (2)....Cal.	.....
10 *Bidwell Bar....Cal.		25 Feather Falls...Cal.	.....

Feather River Lumber Co.

Manufacturers of

California Soft Pine White Fir and Incense Cedar

Annual Production 50,000,000 Feet

Lumber--Box Shook Mouldings and Lath

Mills and Sales Office:
DELLEKER, PLUMAS COUNTY, CALIF.

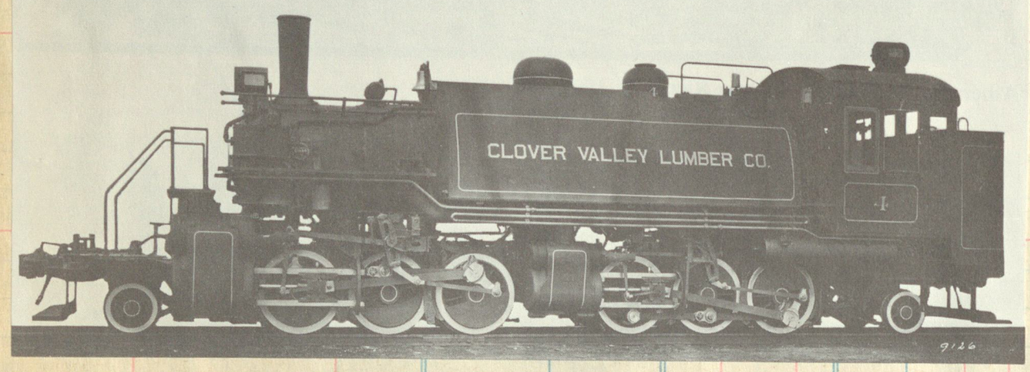
Telegraph Address :
PORTOLA, PLUMAS COUNTY, CALIF.

We are members of the Western Pine Association

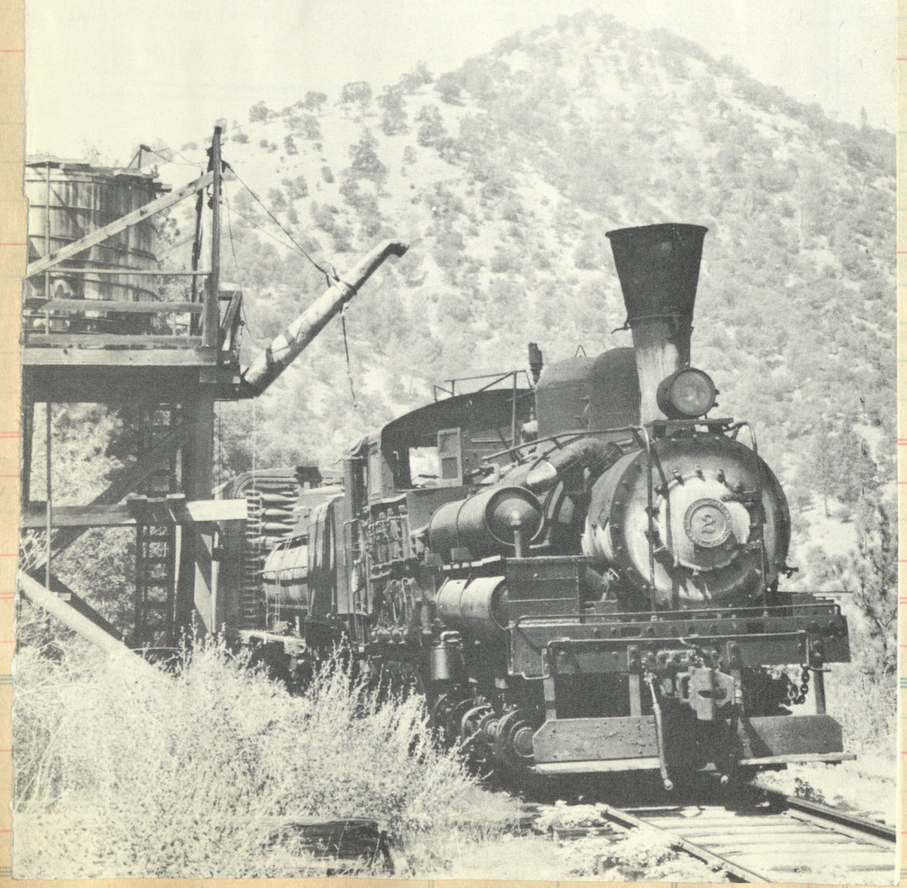
Shay #3 crosses the South Fork trestle over the Feather River in October 1959 #3 was blt by Lima (c/n 3221) in 1923 for the Hutchinson Lumber Co. Now owned by the Pacific Southwest Railway Museum-San Diego.

o.	Sold	Amount	Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

c/n 57684



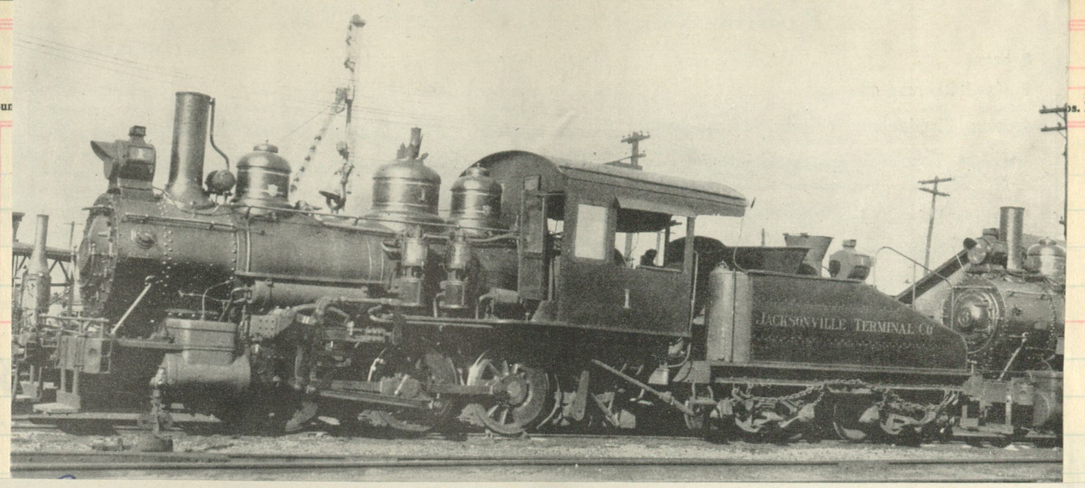
Shay #2 (LIMA 1922 c/n 3177) at South Fork tank



No 4 was blt by Baldwin 1924 for the Clover Valley Lumber co. In 1957 was sold to Feather River Lbr Co. One year later to the Tahoe Timber Co.

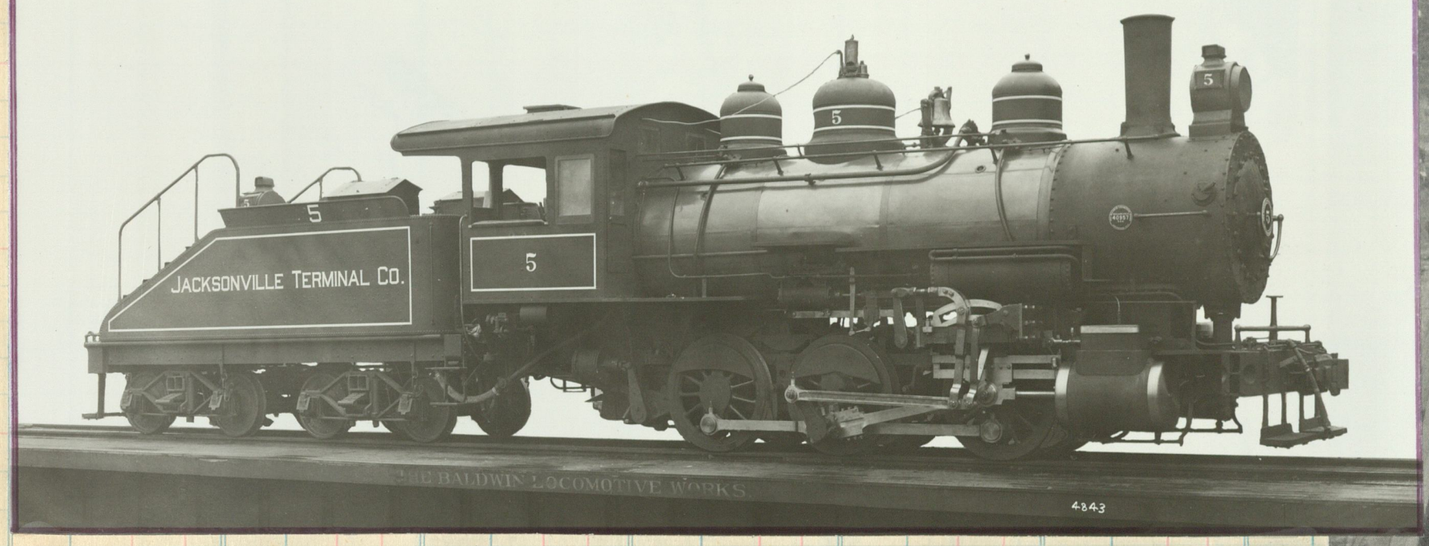
Now operational at Castro Point museum

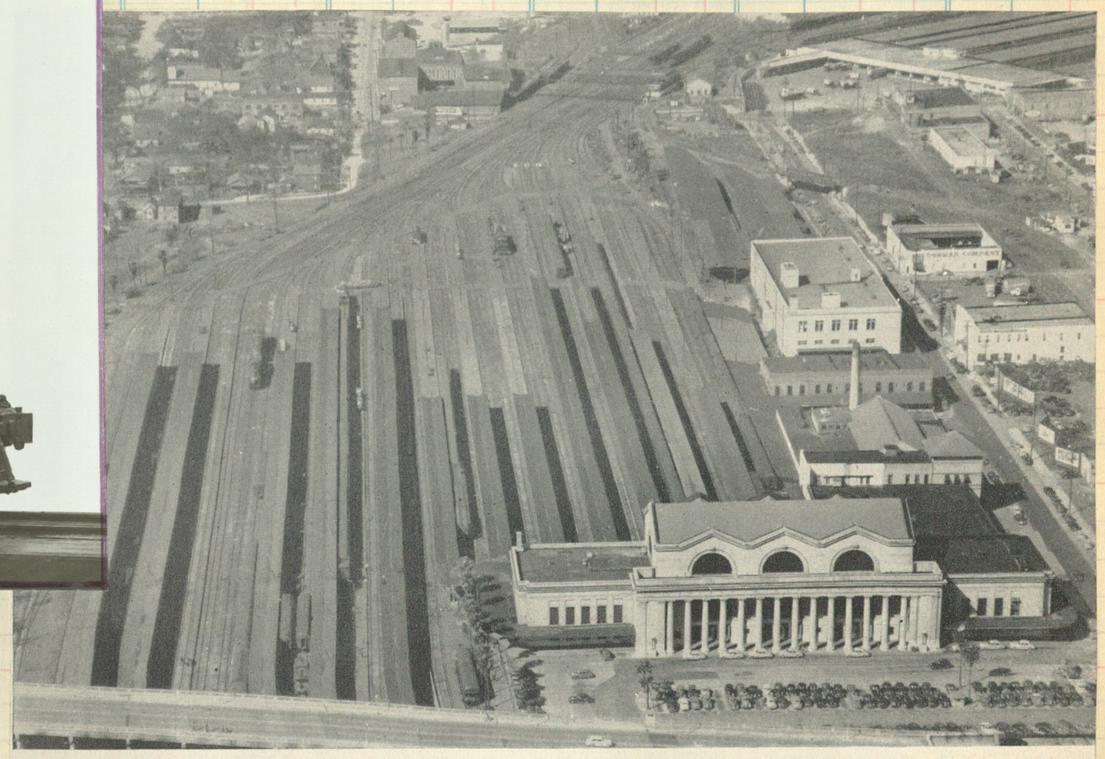
JACKSONVILLE TERMINAL



#1 built by Rogers (c/n 4839) Jan 1895 as Jacksonville Southeastern #54

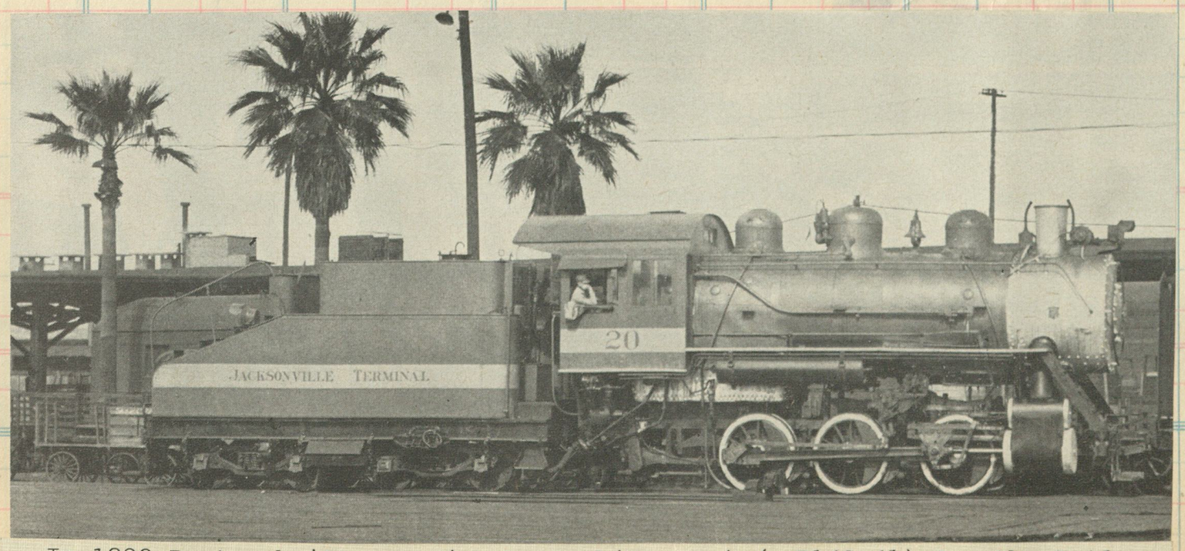
No 5, a husky 0-6-0, Blt by Baldwin in 1913 c/n 40957
In 1942 sold to St Johns River Shipbuilding Co.





Royal palms stand guard before the white-columned entrance of Jacksonville Terminal. Through tracks at left are reached by a subway from the station's concourse.

All dressed up in a holiday attire of blue and orange with silver striping, JT's No. 20↑ latches onto a Florida East Coast diner. This Porter-built switcher now burns Bunker C oil.



In 1929 Porter built two six wheel shifters (c/n 7140-41) for the Butler Bros Co of StPaul, Minn. Sold and worked for some time on the D M & N before being acquired by the Jacksonville Terminal as nos 20 & 21

182

SELLER
DATE
FORM

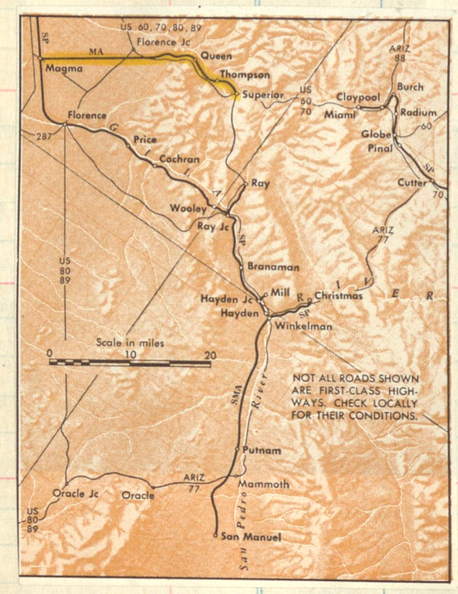
MAGMA ARIZONA RAILROAD

Mrs. WM. BOYCE THOMPSON, Chairman of the Board, 14 Wall Street, New York.
CHARLES F. AYER, President, " "
H. E. DODGE, Vice-President, " "
WM. KOERNER, Vice-Prest. and Gen. Mgr., Superior, Ariz.
R. K. MINSON, Traffic Manager and Asst. Treasurer, "
DAVID E. THOMAS, Sec'y and Treas., 14 Wall Street, New York.
A. J. McNAB, Consulting Engineer, " "
G. A. MRKVICKA, Asst. Sec'y and Asst. Treas., " "
J. R. MAYS, Auditor, Superior, Ariz.
E. G. DENTZER, Superintendent, "
JACK WEITZEL, Master Mechanic, "

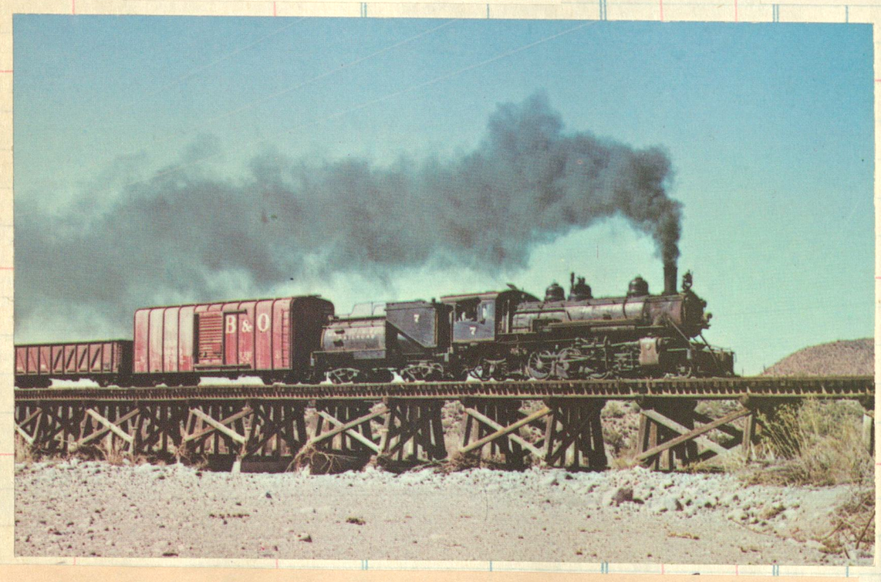
No. 1 Motor.	No. 3 Mixed.	Mls.	*April*, 1932.	Elev.	No. 2 Motor.	No. 4 Mixed.
a 8 20 A M	*b* 7 45 A M	0	lvc.... **Superior** ...arr.	2738	11 41 A M	12 20 P M
8 27 "	7 55 "	2.14	..... Thompson	2580	11 34 "	12 10 P M
8 41 "	8 15 "	6.91	arr.....Queen ....lvc.	2230	11 20 "	11 50 A M
8 45 "	8 25 "	6.91	lvc.....Queen ....arr.	2230	11 16 "	11 40 "
9 41 A M	9 35 A M	28.05	arr..... **Magma** ....lvc.	1590	10 20 A M	10 30 A M

a Monday, Wednesday, Thursday and Friday; *b* Tuesday and Saturday. STANDARD—*Mountain time.*

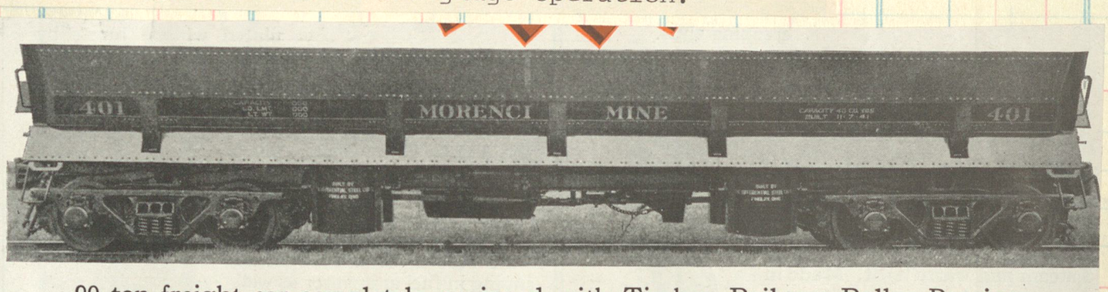
Connection.—At **Magma**—With Southern Pacific Lines.



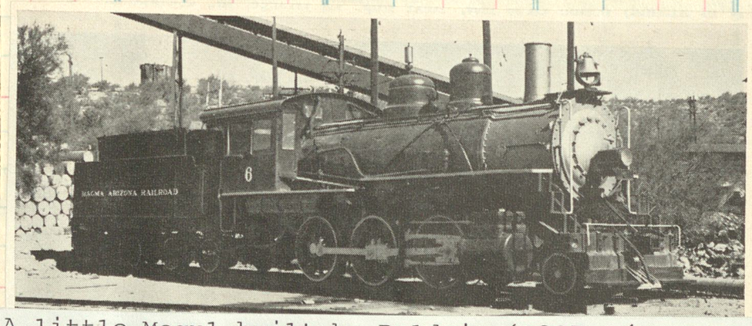
#5, a Consolidation delivered by Brooks (c/n63549) in 1922, was the initial engine for standard gauge operation.



A classic light 2-8-2 from Baldwin built in 1917 for the Tremont & Gulf #30 [c/n 46491]. Sold 1950 to the M.A. and noed #7. Today is working on the Texas State as #400.

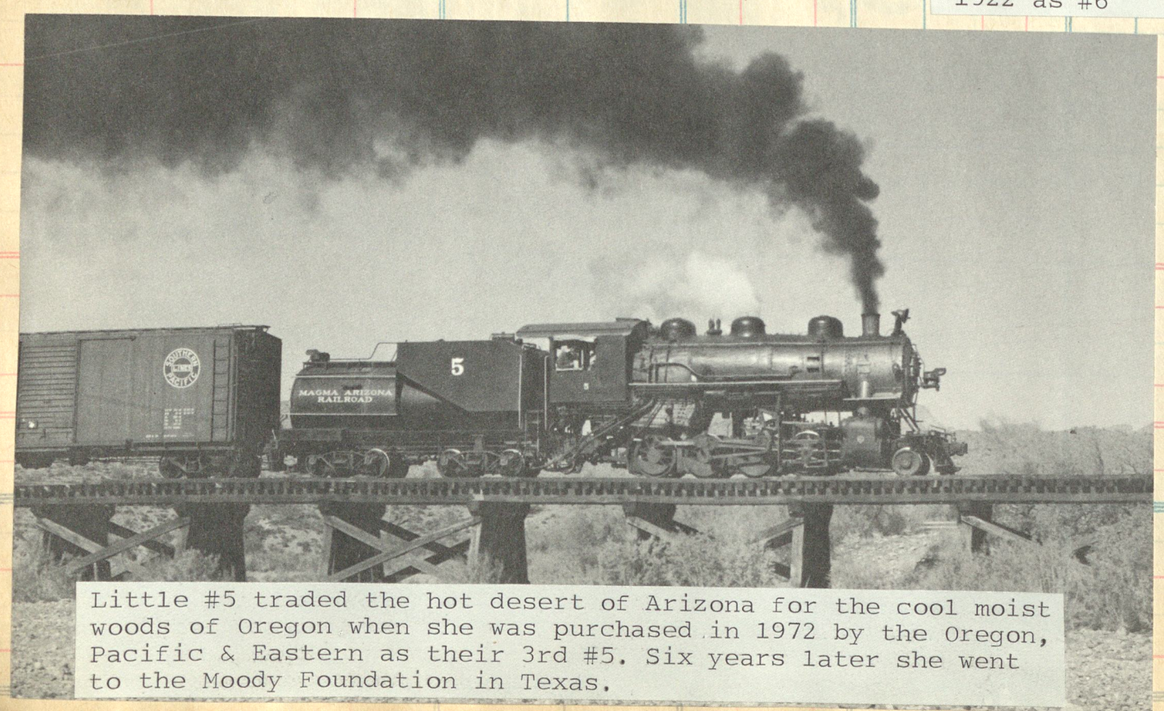


90 ton freight car completely equipped with Timken Railway Roller Bearings. This is one of 80 similar cars being built for the Phelps-Dodge Corporation.
Photograph courtesy Differential Steel Car Company.

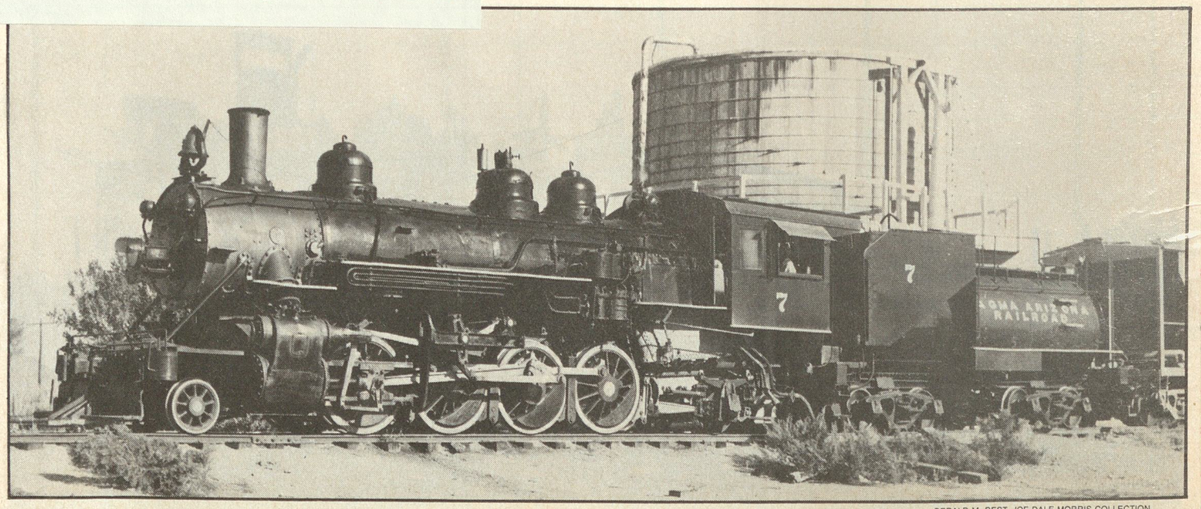


A little Mogul built by Baldwin (1907 c/n 31889) for the Arizona & New Mexico #26. In 1921 went to E.P.& S.W. noed 130, purchased by the M.A. in 1922 as #6

Cooke
1915
#55027
3'



Little #5 traded the hot desert of Arizona for the cool moist woods of Oregon when she was purchased in 1972 by the Oregon, Pacific & Eastern as their 3rd #5. Six years later she went to the Moody Foundation in Texas.

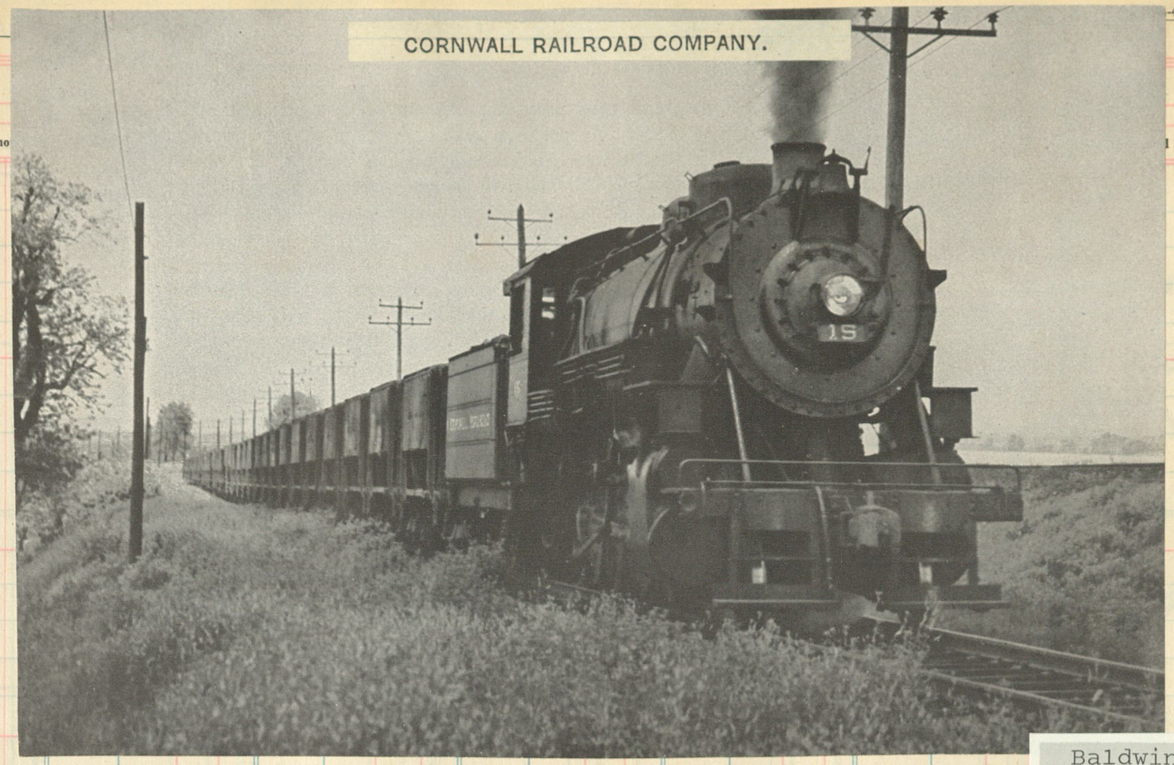


GERALD M. BEST, JOE DALE MORRIS COLLECTION

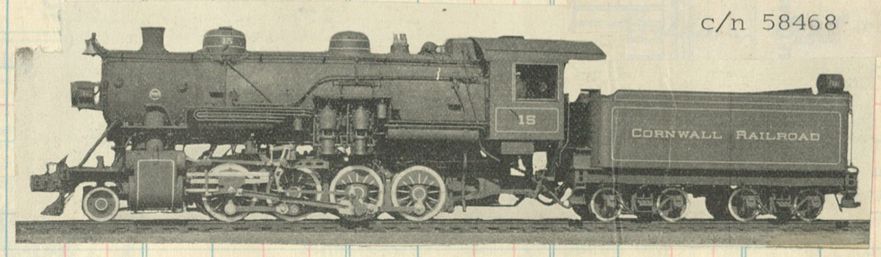
-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

CUT HERE To Make Short Sheet

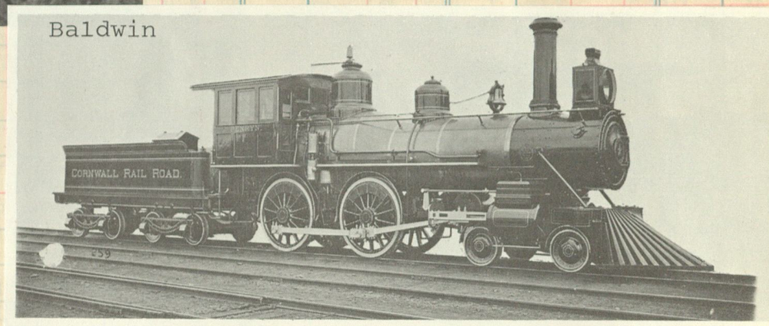
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



#15 Baldwin 1925
c/n 58468

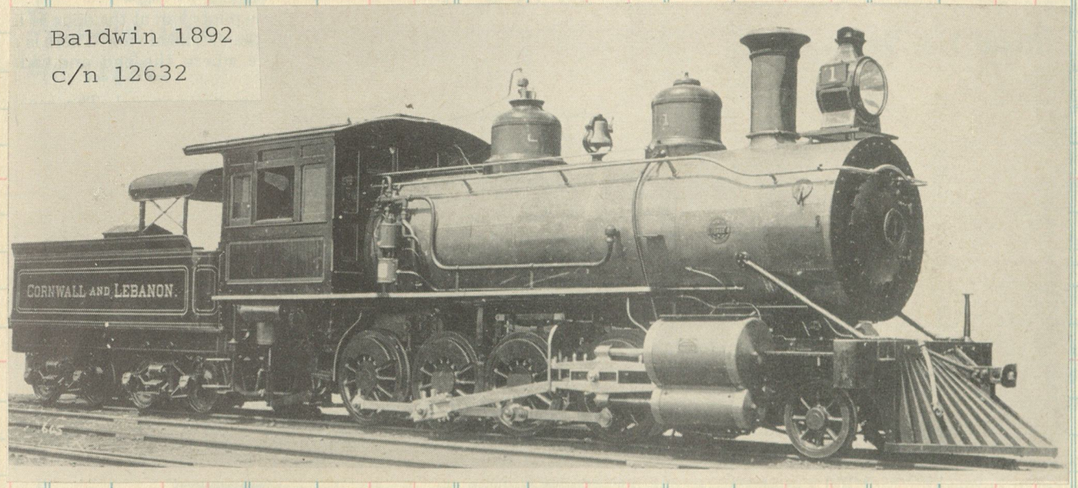


Baldwin

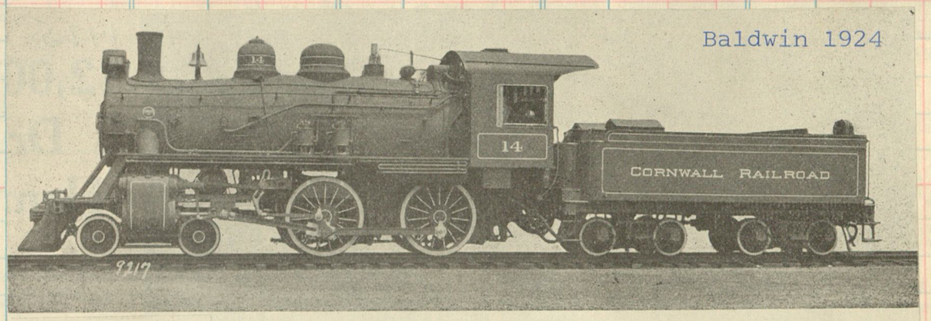


Cornwall "Penryn", 1895, 4-4-0 type.

Baldwin 1892
c/n 12632



Baldwin 1924



c/n 57811

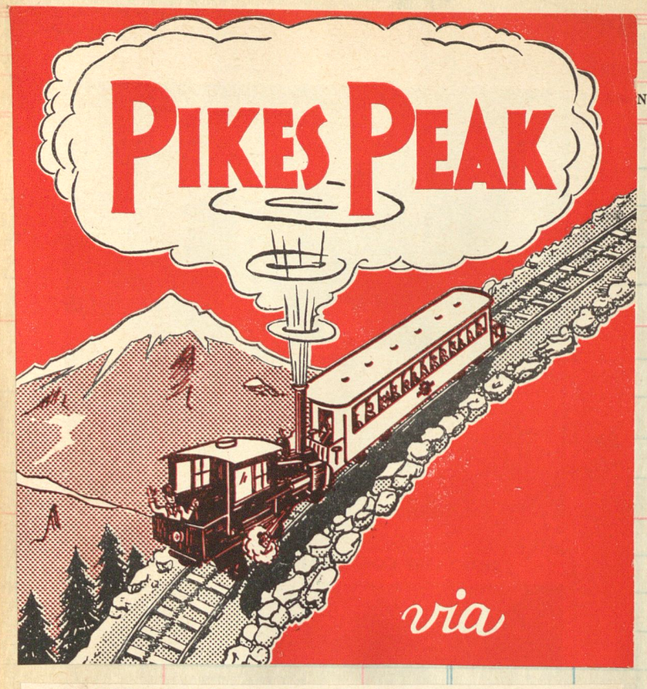
Photo Courtesy of The Baldwin Locomotive Works

AMERICAN (4-4-0) TYPE PASSENGER LOCOMOTIVE FOR THE CORNWALL RAILROAD

Cylinders, 20″x24″	Water heating surface, 1,817 sq. ft.
Driving Wheels, diameter, 66″	Superheating surface, 392 sq. ft.
Steam pressure, 200 lb.	Weight on drivers, 102,540 lb.
Grate area, 33.2 sq. ft.	Weight, total engine, 152,920 lb.

Tractive force, 24,750 lb.

184



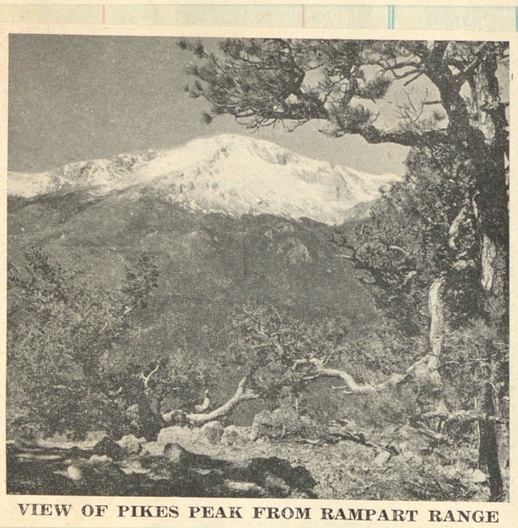
MANITOU & PIKES PEAK COG RAILWAY

COG ROAD TIME TABLE

As schedules are subject to change on short notice it is advisable to inquire at Company office.

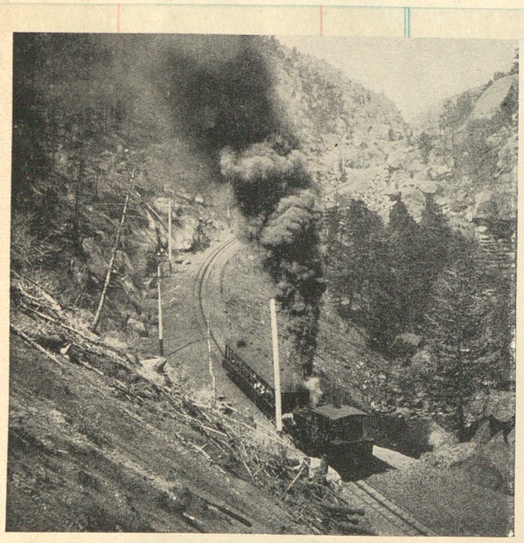
West Bound *14 Daily PM	West Bound 12 Daily AM	Miles	Summer Time Table STATIONS Mountain Time	East Bound Elevation	East Bound 11 Daily PM	East Bound *13 Daily PM
2:00	9:00	.0	Lv.... Manitou ...Ar.	6,562	12:10	5:10
.....	.....	1.16	" . Butterworth . "	7,793	.....	.....
2:18	9:18	1.84	" Minnehaha "	8,332	11:56	4:56
2:25	9:25	2.63	" Half-Way House "	9,010	11:50	4:50
.....	.....	3.21	" . Ruxton Park . "	9 705	.....	.....
2:37	9:37	4.62	" Mountain View "	10,012	11:38	4:38
3:00	10:00	6.65	" . Windy Point . "	12,129	11:18	4:18
.....	.....	7.13	" .... Saddle .... "	12,566	.....	.....
3:20	10:20	8:90	Ar..... Summit ....Lv.	14,110	11:00	4:00
PM	AM		"Safety First"		AM	PM

The Cog Road opens June 1st, closing in September depending upon climatic conditions.



VIEW OF PIKES PEAK FROM RAMPART RANGE

A CHARACTERISTIC DEFILE ON THE PIKE'S PEAK RAILWAY BELOW THE TIMBER LINE.



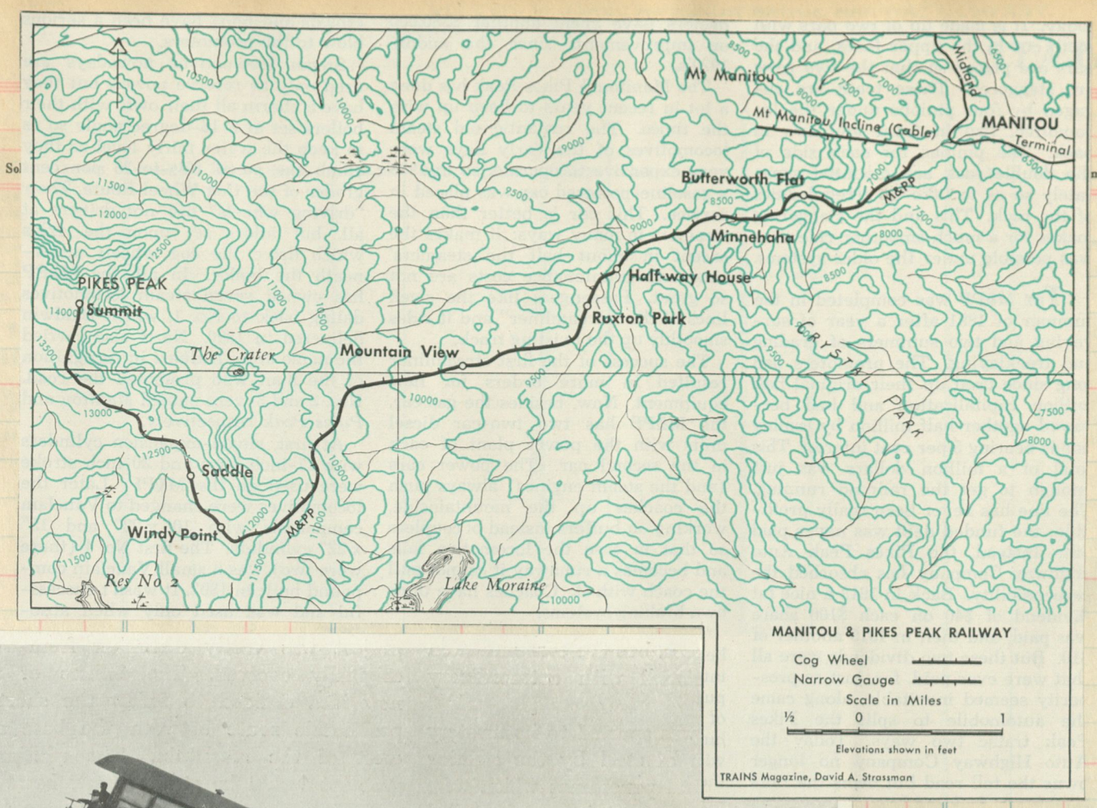
STEAM COG TRAIN IN PICTURESQUE CANON

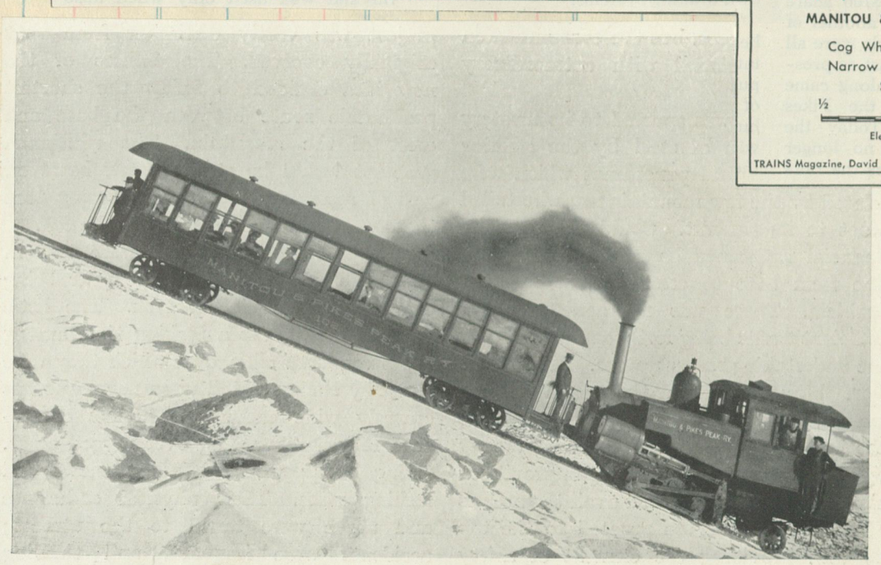
Compare with Pikes Peak Cog Ry., the following elevations above sea level of principal European cog railways:

Mt. Rigi, Switzerland (Arth Rigi R. R.) . . .	5,832 feet
Mt. Pilatus, Switzerland (Pilatus R. R.) . . .	6,967 feet
Jung Frau Ry., Switzerland	11,342 feet
Pikes Peak Cog Ry.	**14,110 feet**

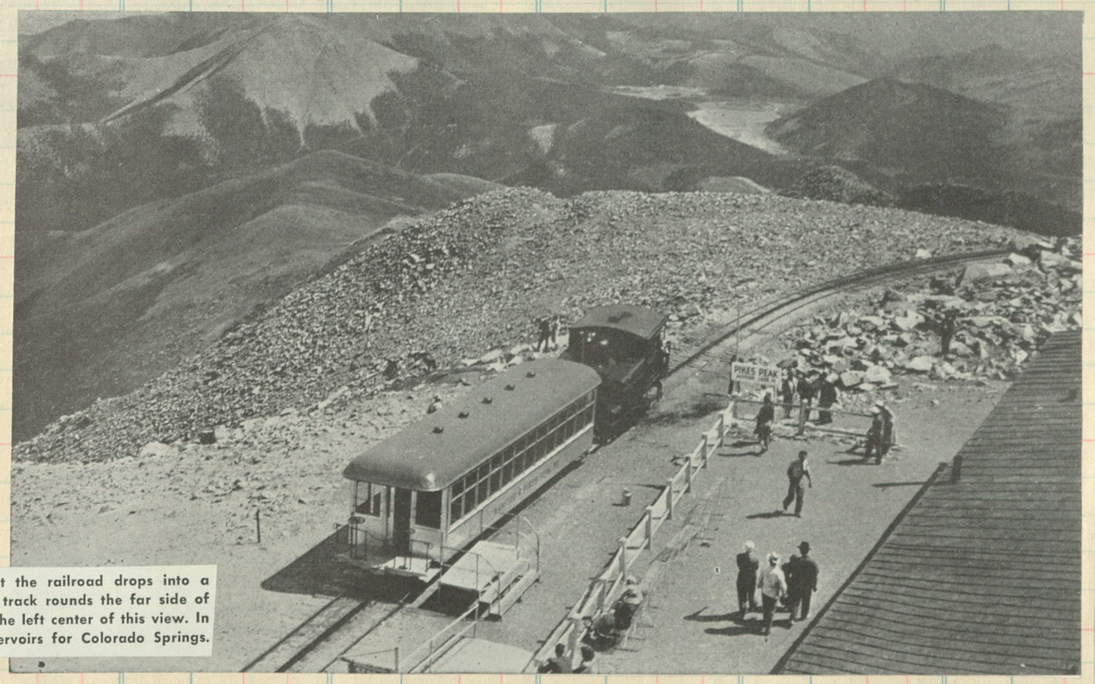
VIEW OF THE TRACK OF THE PIKE'S PEAK RAILWAY, SHOWING THE RACK-RAIL.

Second #2 blt at Baldwin 1893 c/n 13319 Now on static display at Manitou





ON THE STEEPEST PART OF THE RAILWAY ABOVE THE TIMBER LINE, WHERE IT RISES 1 IN 4, SHOWING THE SPECIAL TYPE OF LOCOMOTIVE.



From the summit the railroad drops into a deep abyss; the track rounds the far side of the shoulder in the left center of this view. In distance are reservoirs for Colorado Springs.

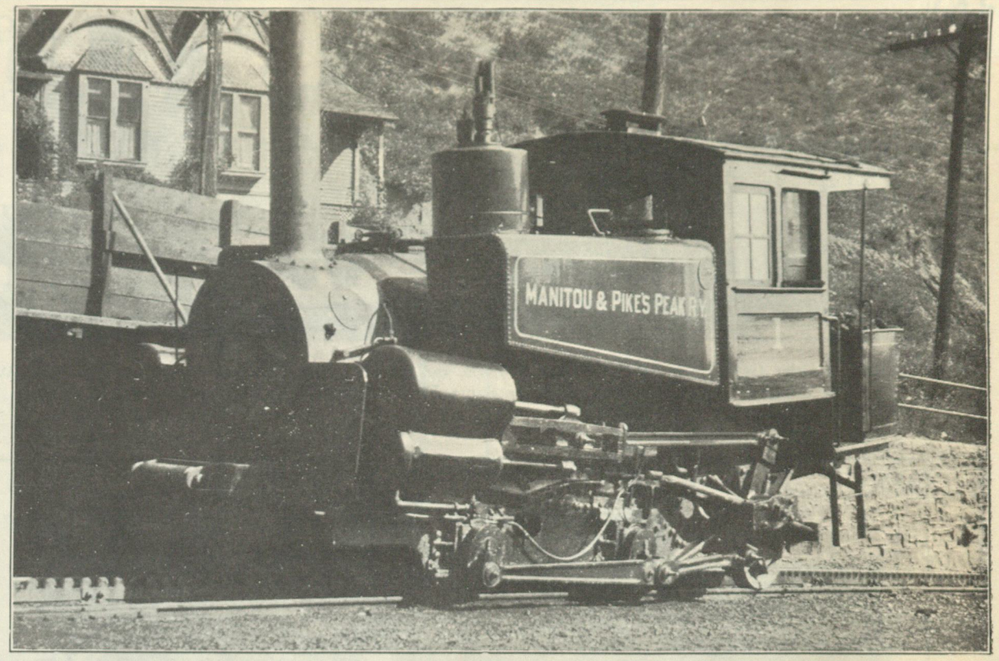


Fig. 3087—Rack Locomotive Built for Manitou & Pikes Peak Railway by The Baldwin Locomotive Works.

#1 was built in 1890, and rebIt (as shown) as a compound in 1893 c/n 10835

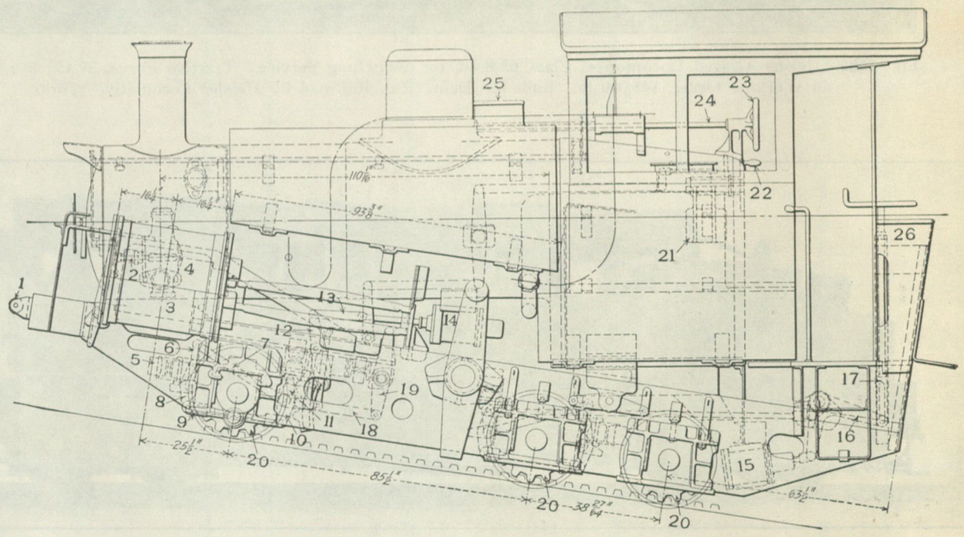
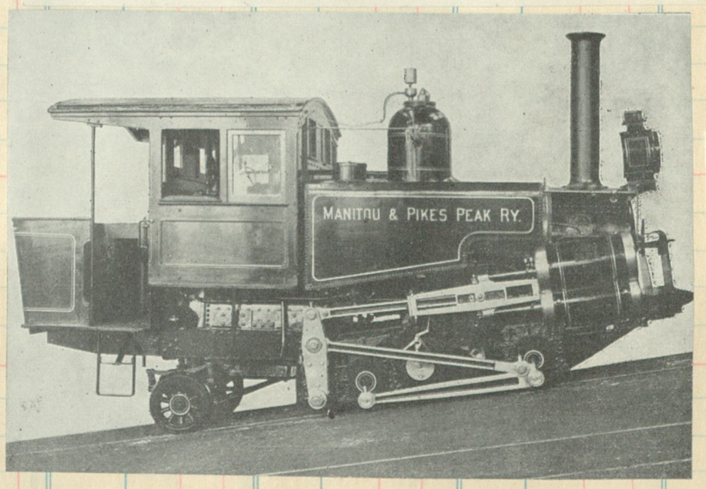


Fig. 3088—Vauclain Compound Rack Locomotive for Mountain Service. Built for the Manitou & Pikes Peak Railway by The Baldwin Locomotive Works.

Gage	4 ft. 8½ in.	Heating surface, tubes	547 sq. ft.
Cylinders	10 in. and 15 in. x 24 in.	Heating surface, firebox	58 sq. ft.
Steam pressure	210 lb.	Heating surface, total	605 sq. ft.
Diam. drivers on pitch line	22.468 in.	Grate area	19.7 sq. ft.
Tractive force	25,284 lb.	Weight, total	60,000 lb.
Total wheel base	10 ft. 3 59/64 in.	Fuel	Oil



#5
Compound
Baldwin
1901
c/n 18939

SELLER

DATE

FORM DESTINATION Amt.

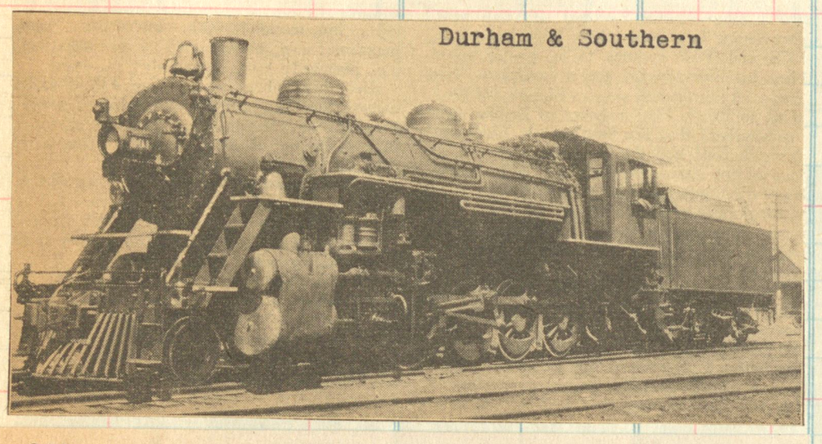
C

S AT

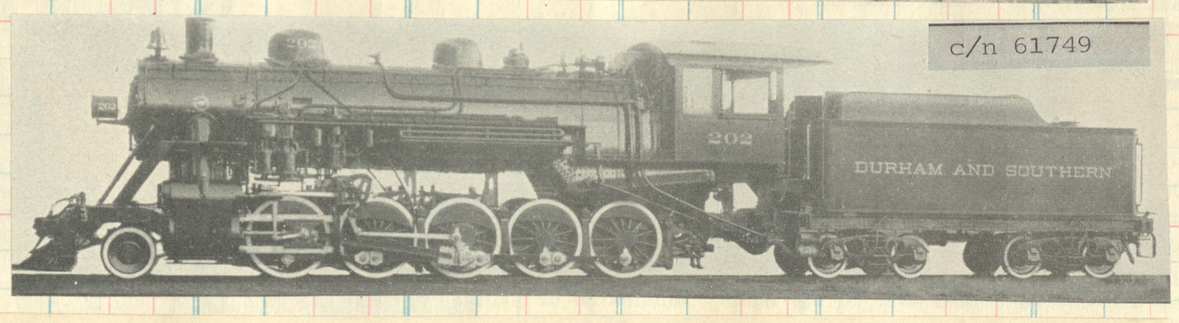
Clos. No.

No. 11	Mls	March 15, 1931. (Eastern time.)	No. 12
†5 15 P M	0	lve...†Durham[1] ð .arr.	12 20 P M
5 20 "	2.3	.....East Durham ...ð	12 11 "
5 27 "	5.7	.....Oyama	12 04 P M
5 35 "	10.3	.....Togo	11 56 A M
5 46 "	14.2	.....Carpenter.....ð	11 50 "
5 50 "	16.7	.....Upchurch.....	11 42 "
5 57 "	20.7	arr.....†Apex[2] ð .....lve.	11 35 "
6 17 "	20.7	lve.....Apex..... arr.	11 25 "
6 30 "	26.9	.....Holly Springs...ð	11 13 "
6 40 "	30.5	.....Wilbon.....Δ	11 06 "
6 55 "	33.3	+.....Varina[3] .....ð	10 57 "
7 05 "	38.1	.....Kennebec.....Δ	10 29 "
7 12 "	40.3	+.....Angier.....ð	10 25 "
7 19 "	44.4	.....Barclaysville.....	9 56 "
7 31 "	48.8	+.....Coats.....ð	9 49 "
7 36 "	51.8	.....Turlington.....	9 34 "
7 39 "	53.4	.....Wye	9 31 "
8 05 "	55.4	+.....Erwin.....ð	9 27 "
8 08 "	53.4	.....Wye	8 36 "
8 16 P M	56.8	+.....Dunn[4] .....ð	†8 30 A M
ARRIVE			LEAVE

Connections.—[1] With Seaboard Air Line, Southern, Norfolk and Western Rys. and Norfolk South. R.R. [2] With Seab. Air L. Ry. [3] With Norf. South. R.R. [4] With Atl. Coast Line R.R.



201 c/n 61351 Baldwin 1930



Decapod #202 was the one and only new locomotive delivered to a domestic carrier in 1933. Baldwin had the honor.

The above statement is not exactly true in that one other engine for domestic service was built, No 201 [a 2-8-8-2] for the Weyerhaeuser Timber c/n 61753

Durham & Southern #200, 1930, 2-10-0 type. Baldwin c/n 61350 c/n 61350

Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

PRESTON RAILROAD STATION.

NYCS
A P A-46

4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

CUT HERE To Make Short Sheet

184

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

Preston Railroad

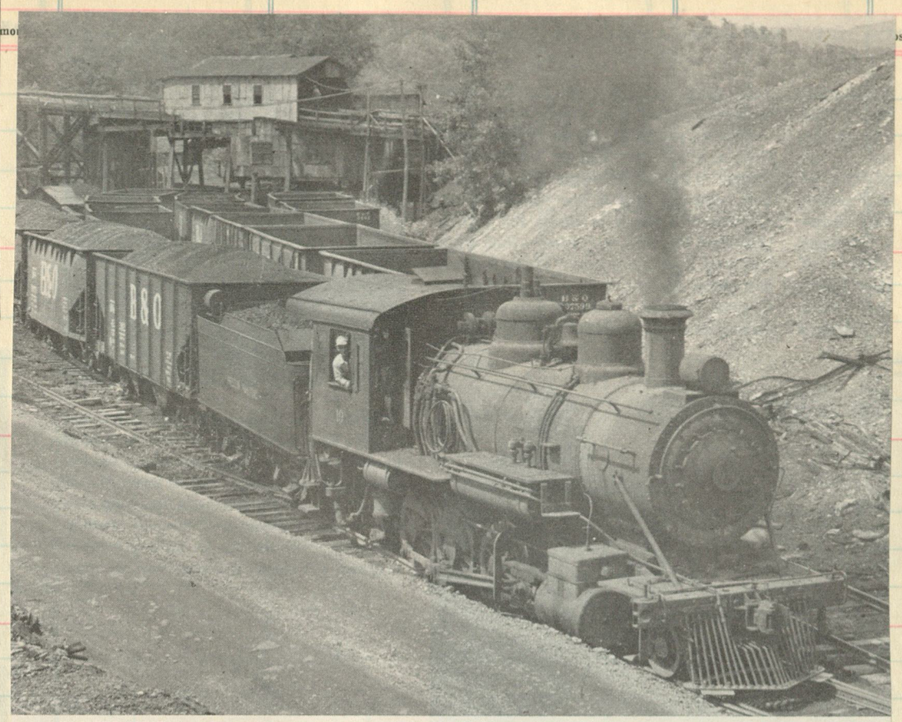
S. A. KENDALL, Jr., President, Philadelphia, Pa.
CHAS W REAM, Vice-President, Crellin, Md.
J. H. CAMPBELL, Vice-President, Philadelphia, Pa.
LESTER C. YUTZY Secretary and Treasurer, Crellin, Md.
J. W KENDALL, General Manager, Pittsburgh Pa.
STANLEY ASHBY, General Freight Agent, Crellin, Md.
H. M KEPHART General Counsel, Philadelphia, Pa.

MAIN LINE from HUTTON, Md., to LAUREL RUN, W. Va.

Connects with the Baltimore & Ohio R.R. at Hutton, Md.

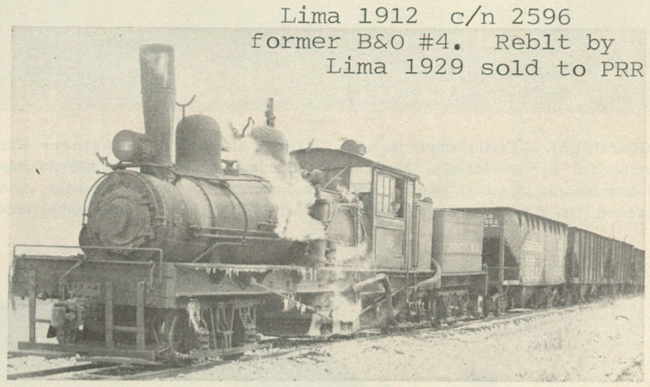
General Offices—CRELLIN, MD.

July, 1933



BANNER MINE, now closed, fed Preston an estimated 5 to 7 million tons of coal between 1922 and 1956.

Lima 1912 c/n 2596
former B&O #4. Rebl t by
Lima 1929 sold to PRR



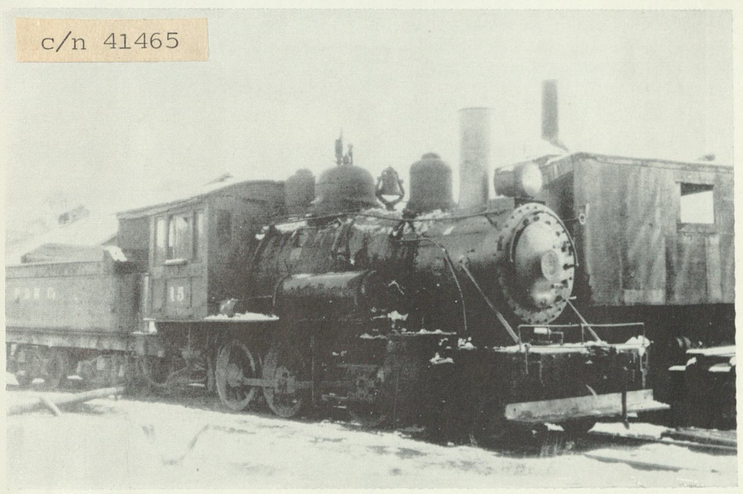
THE SQUARE-WHEELED SHAY

ONCE upon a time the Preston owned a Lima Shay geared locomotive — and therein lies a tale. One day the engineer let his train get away from him on a steep grade and acquired a set of flat wheels on the 16-Spot getting his tonnage halted. Upon asking for a new set of drivers he reportedly was told, "You wore a square edge on your wheels! You wear 'em till they're round again." The pounding is said to have lasted for months afterward.

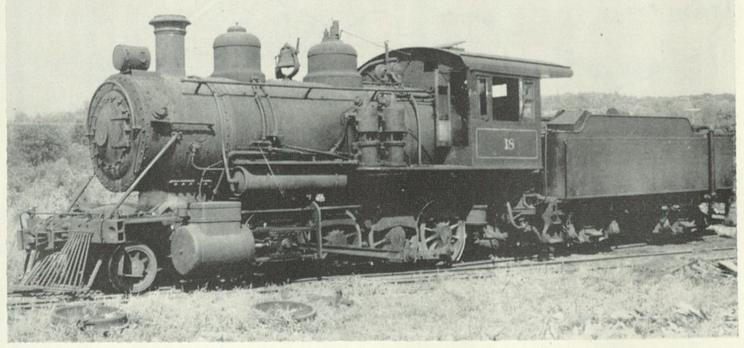
Harold Buckley, Jr.

Mogul 15 at Crellin, Md., in 1940. This Baldwin product of 1914 was number 2 of the Laurel River Lumber Company from whom Preston acquired her. The tender is lettered P R R CO, no doubt to distinguish this road from another eastern carrier.

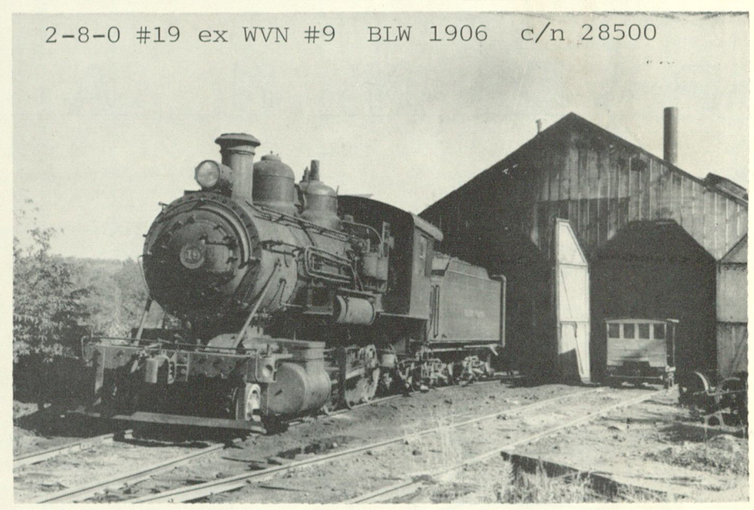
c/n 41465



Consolidation #18 bl t by Baldwin(c/n 24738) in 1904 for the West Virginia Northern #8. To PRR in 1952. Now property of Earl Leap, Sr.



2-8-0 #19 ex WVN #9 BLW 1906 c/n 28500



188

NORWOOD & ST. LAWRENCE RAILROAD CO.

New Yo

KET SALES AT

SELLER
DATE
FORM DEST

NORWOOD & ST. LAWRENCE RAILROAD COMPANY.

F. L. CARLISLE, Chairman of the Board, 60 East 42d St., New York City.
H. E. MACHOLD, President, "
J. A. QUINLAN, V.-P. and Gen. Frt. and Pas. Agt., "
W. H. VERSFELT, Secretary, "
C. B. MARTIN, Treasurer, "
W. W. THOMPSON, Auditor, Watertown, N.Y.
M. D. BENNETT, Superintendent, Norfolk, N.Y.

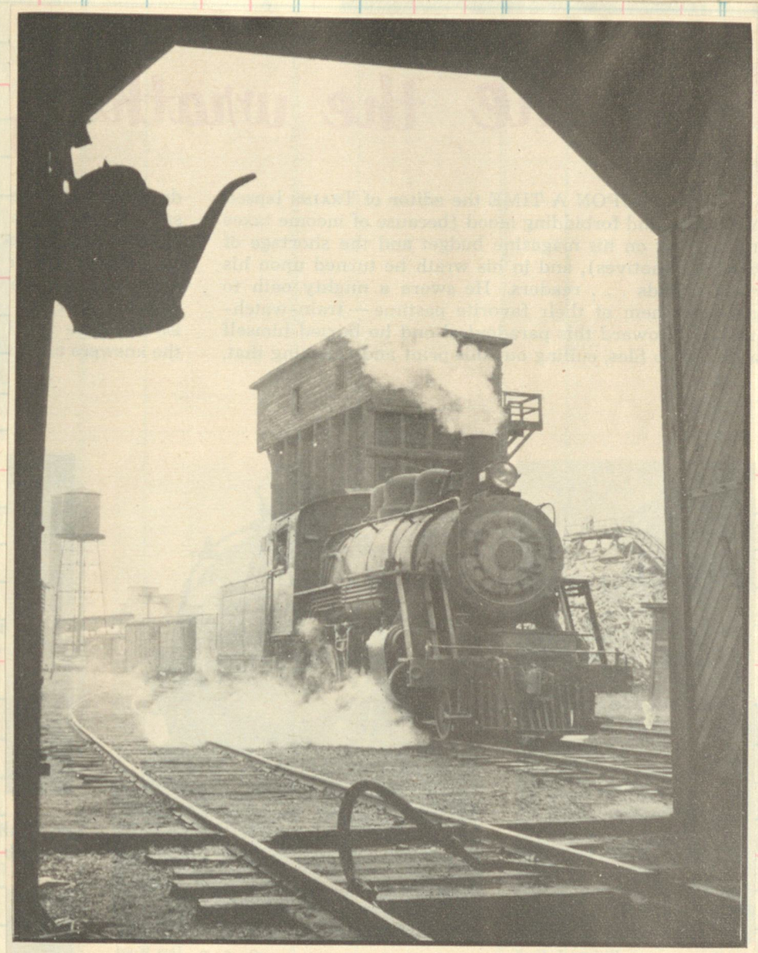
January, 1933.	Mls.	1	3	5	101	103	.....
[LEAVE	.....	.....	A M	P M	.....	A M	.....
Norwood	0	A M	†10 00	†2 60	A M	§8 20	.....
Norfolk	4	†5 45	10 15	3 05	§5 40	8 30	.....
Raymondville	7	5 50	10 25	3 15	5 45	A M	.....
Chase Mills	12	/ –	10 40	3 30	/ –	.....	.....
Waddington	18	6 30	11 20	3 55	6 30	.....	.....
ARRIVE	.....	A M	A M	P M	A M	.....	.....
(Eastern time.)	2	4	6	102	.....	.....	.....
[LEAVE	A M	P M	P M	A M	.....	.....	.....
Waddington	†6 50	†11 00	†4 20	§6 45	.....	.....	.....
Chase Mills	7 05	1 15	4 35	/ –	.....	.....	.....
Raymondville	7 20	1 30	4 50	7 30	.....	.....	.....
Norfolk	7 30	1 50	5 00	/ –	.....	.....	.....
Norwood	7 55	2 10	5 25	8 20	.....	.....	.....
ARRIVE	A M	P M	P M	A M	.....	.....	.....

† Daily, except Sunday; § Sunday only; / Flag stop.
Connections.—At Norwood With New York Central and Rutland R.Rs.

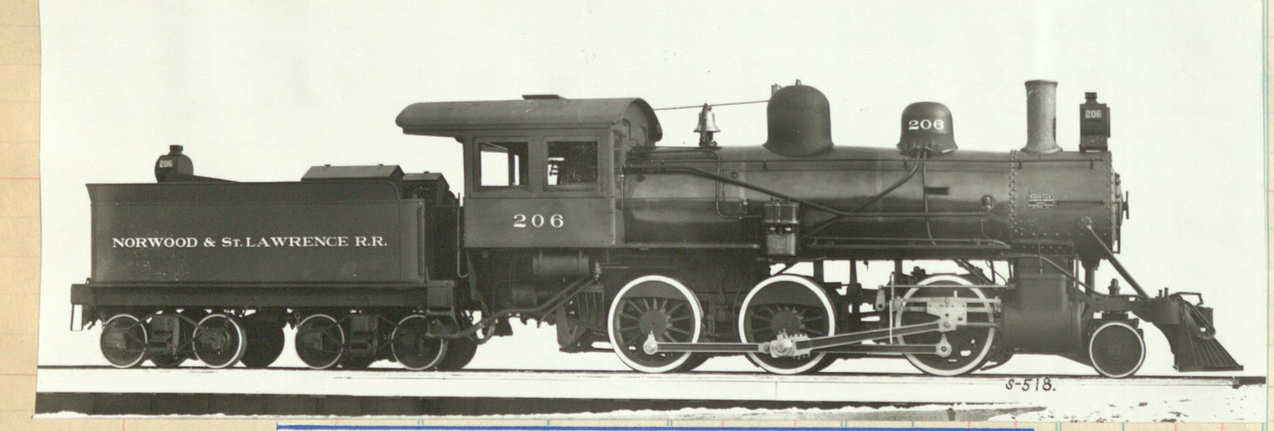
The 'winterized' cab of the 211 was appreciated by the crews when icy winds whistled thru the StLawrence valley.
The last engine for the N&StL blt by Baldwin (c/n 59608) in 1926. Tfr to StRegis Paper Co in 1956, then sold to Steamtown Museum for static display

C. M., Islip, N. Y.—The Norwood & St. Lawrence was inc. in 1901 and consolidated with the Raymondville & Waddington in 1908. It runs from Norwood to Waddington, N. Y., 18 miles, and has 3 locomotives and 89 cars, and is controlled by the St. Regis Paper Co. Road and equipment are valued at $709,735; total assets are $848,940. It has been doing well: in 1933 net income was $30,472 (out of $112,767 revenues).

Norwood & St. Lawrence Enginehouse and Motive Power at Norfolk, N. Y.



Norwood & St. Lawrence Mogul 211 Enters Enginehouse



A graceful Mogul delivered by Schenectady in 1907 c/n 44443

Total
Add—Error _____ DATE
Deduct " _____ DATE
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

NYCS
A P A-46

4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

CUT HERE To Make Short Sheet

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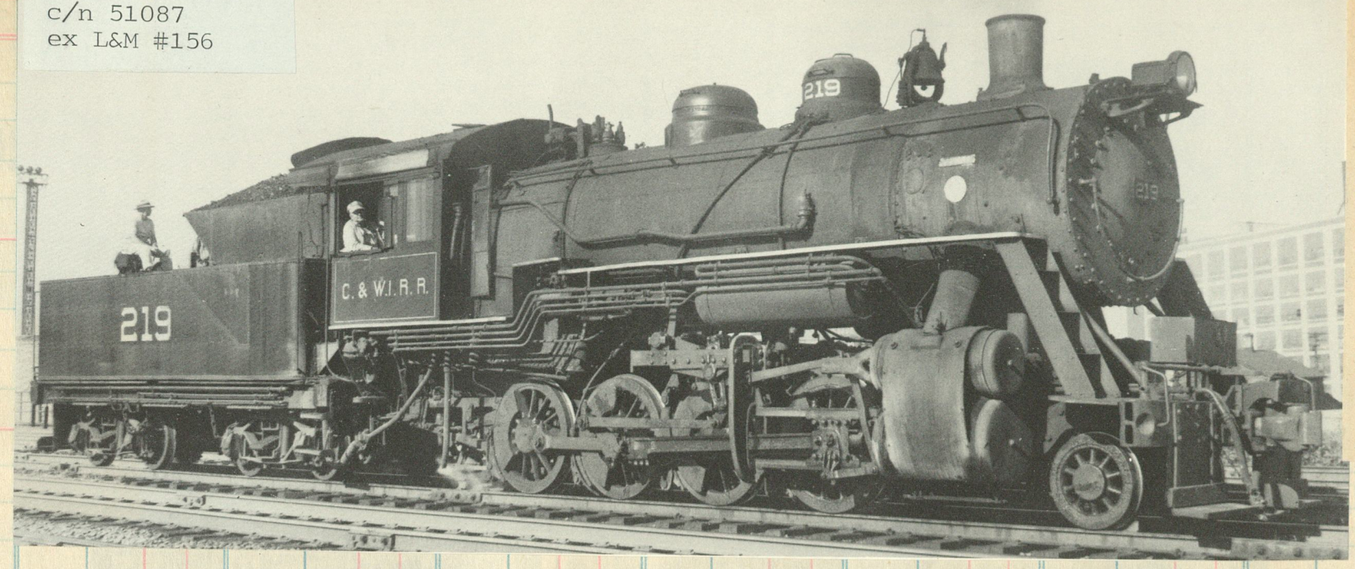
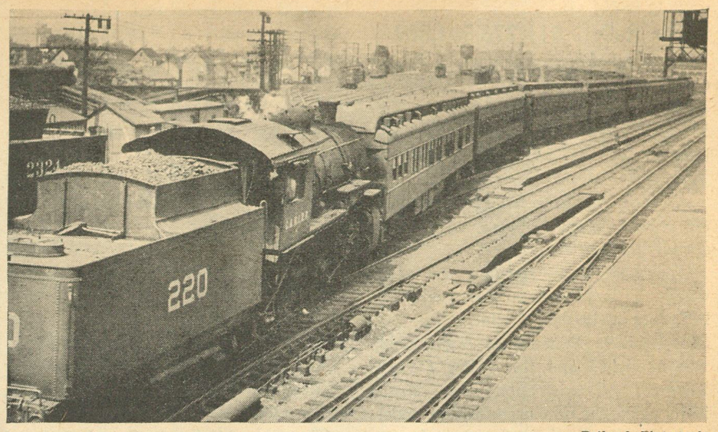
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Baldwin 1919
c/n 51087
ex L&M #156



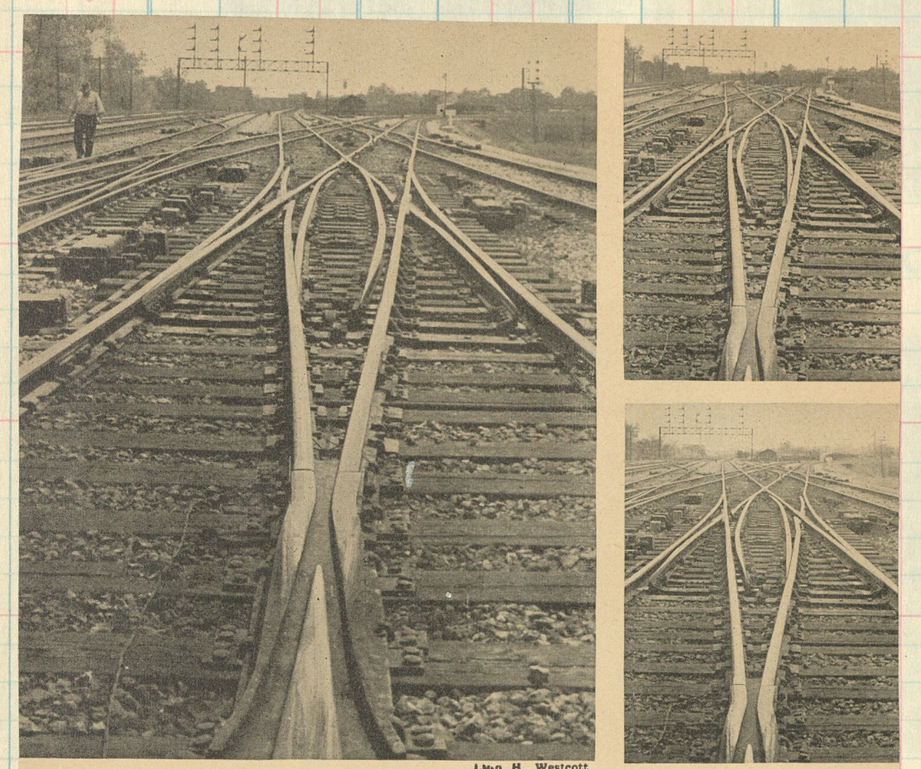


Railroad Photographs

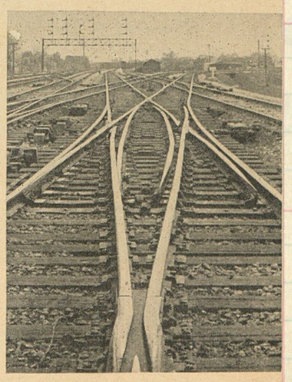
MAKING UP A FAMOUS TRAIN

Locomotive 220 of the Chicago & Western Indiana is pushing cars for the Tippecanoe Limited, a train of the Monon route, at Wabash Yard, Chicago.

This Chicago & Western Indiana Railroad commuter train, on its way from Dearborn Station to Dolton, Ind. (16 miles), is composed of three ex-PRR coaches still painted Tuscan red.

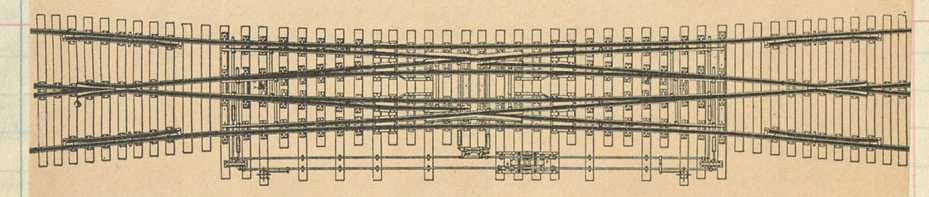


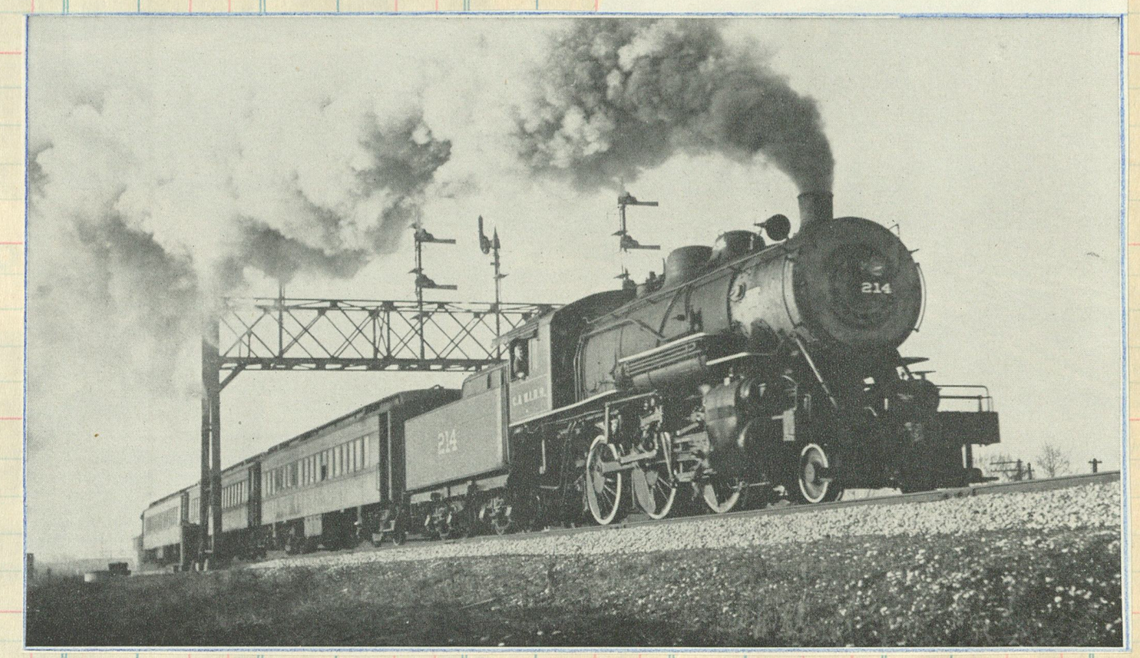
Lima H. Westcott.

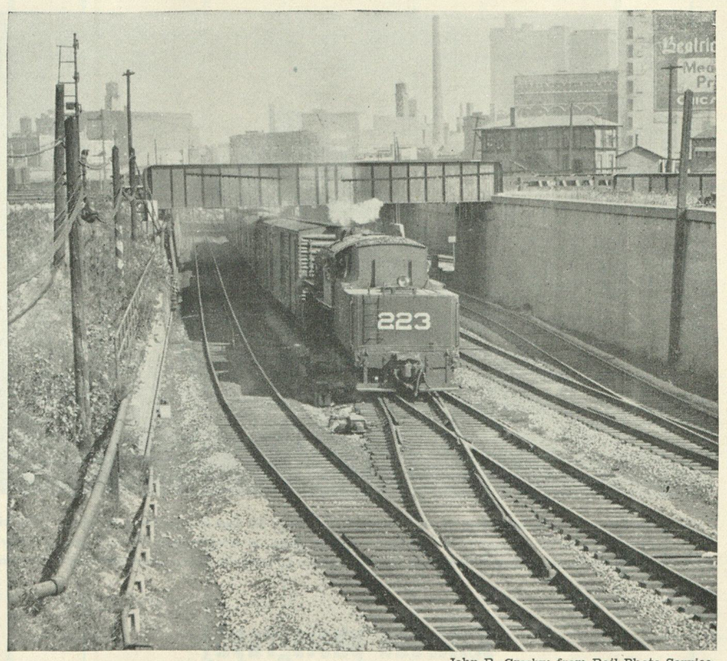


Puzzle Switch on the C&WI

These four photos of a double slip switch at 73rd Street interlocking on the Chicago & Western Indiana show why railroad men call this kind of installation a puzzle switch. The one switch is a combination of a diamond crossing and switches in such a way that trains can follow any of four different routes, straight across in either way or curving in either way. The photos illustrate the four different setups of a double slip switch and the drawing gives the details of its construction. Movable point frogs at the point of crossing assure smothest possible running.







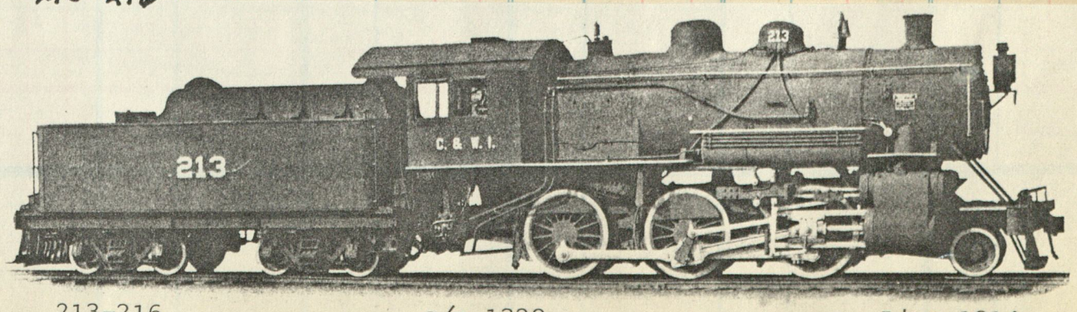
John R. Crosby; from Rail Photo Service.

A Chicago & Western Indiana 0-8-0 heads for the Wabash 47th Street Yards with a mixed consist of freight and head-end passenger cars. Overhead girder bridge carries PRR main line. For years C&WI depended solely upon 2-6-0's, 0-6-0's, and 0-8-0's. It has now added diesels.

CAN you tell me who controls the Chicago & Western Indiana Railroad?—J. V. V., Westfield, N. J.

The Chicago & Western Indiana Railroad is a separate corporation which owns the Dearborn station in Chicago. It also owns some of the mileage of the Belt Railway of Chicago and the two companies have the same set of officials. The C&WI operates its own suburban traffic between Chicago and Dolton, Ill., 17 miles, and furnishes passenger terminal facilities to the following railroads:

Atchison, Topeka & Santa Fe.
Chicago, Indianapolis & Louisville.
Chicago & Western Indiana.
Chicago & Eastern Illinois.
Erie.
Grand Trunk.
Wabash.



213-216 c/n 1329 Lima 1914

190

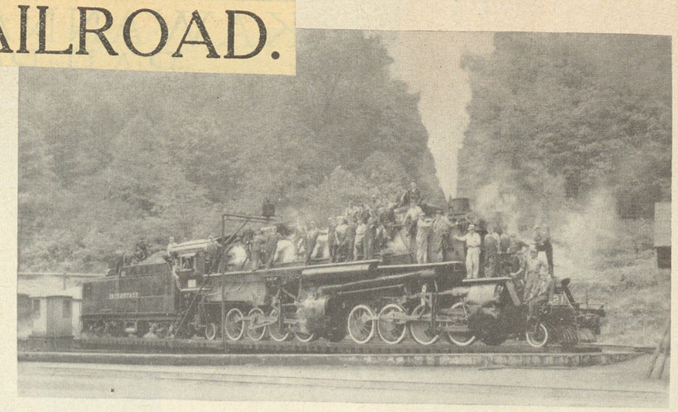
SELLER
DATE
FORM | DESTINATION | Amt.

Sold

INTERSTATE RAILROAD.

A classic in design and performance, Interstate's 2-8-0 No. 4 skeedaddles over Powell River bridge to pick up a mine train farther along in the valley. No. 4 pulled Interstate's first trains, and through the years has done a bit of everything — including racing open-end coaches through the valley.

H. Reid.



Henry L. Stuart Jr.

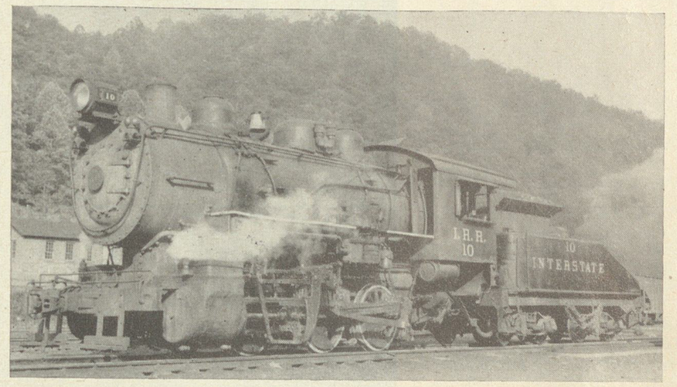
When No. 21 was outshopped on August 22, 1952, after a complete overhaul she gave forth with a contented display of steam and posed with the men who repaired her.

Locomotives of the Interstate

March 1953

Class	Number	Type	Former Owner & Number	Cylinders	Drivers	Boiler Pressure (Pounds)	Gross Weight (Tons) Locomotive & Tender	Tractive Effort (Pounds)	Builder
10-63e	1	2-8-0	--- ----	21x26	50	180	138	35,080	Baldwin 1906
10-63e	2	2-8-0	Roaring Fork	21x26	50	180	138	35,080	Baldwin 1911
10-63e	3	2-8-0	--- ----	21x26	50	180	138	35,080	Baldwin 1907
10-63e	4	2-8-0	--- ----	21x26	50	180	138	35,080	Baldwin 1903
10-44e	5	2-8-0	--- ----	25x32	61	200	182	50,200	Baldwin 1920
10-44e	6	2-8-0	--- ----	25x32	61	200	182	50,200	Baldwin 1916
10-44e	7	2-8-0	--- ----	25x32	61	200	182	50,200	Baldwin 1916
10-44e	8	2-8-0	--- ----	25x32	61	200	182	50,200	Baldwin 1916
H-10s	9	2-8-0	PRR 9434	26x28	62	205	194	53,197	Alco 1913
L-1s	14	2-8-2	PRR 266	27x30	62	205	236	61,465	Juniata 1914
L-1s	15	2-8-2	PRR 1626	27x30	62	205	236	61,465	Baldwin 1916
L-3	20	2-8-8-2	--- ----	25x32 39x32	57	240	375	101,520	Alco 1923
L-3	21	2-8-8-2	--- ----	25x32 39x32	57	240	375	101,520	Alco 1923
----	25	2-8-0	SOU 2500	22x30	57	250	214	54,200	Alco 1926
----	26	2-8-0	SOU 2503	22x30	57	250	214	54,200	Alco 1926
----	27	2-8-0	SOU 2505	22x30	57	250	214	54,200	Alco 1926
----	28	2-8-0	SOU 2509	22x30	57	250	214	54,200	Alco 1926

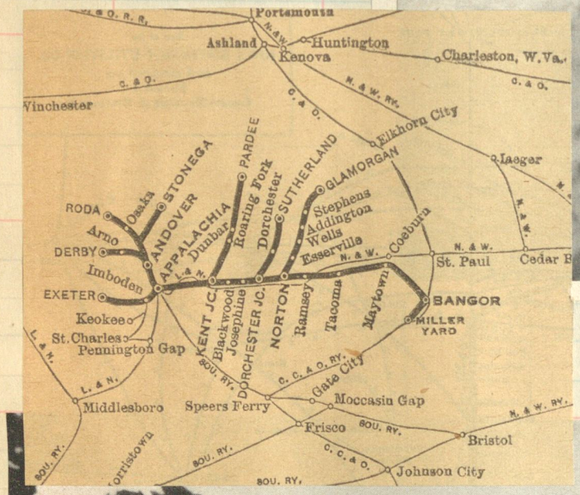
Purchase dates: Engine No. 2, 1920; No. 9, 1941; Nos. 14 and 15, 1948; Nos. 25-28, 1952.



August A. Thieme Jr.

Baldwin-built six-coupled shifter No. 10 had slide valves and Walschaert's valve motion when she worked at Andover in 1948. She no longer appears on Interstate's roster.

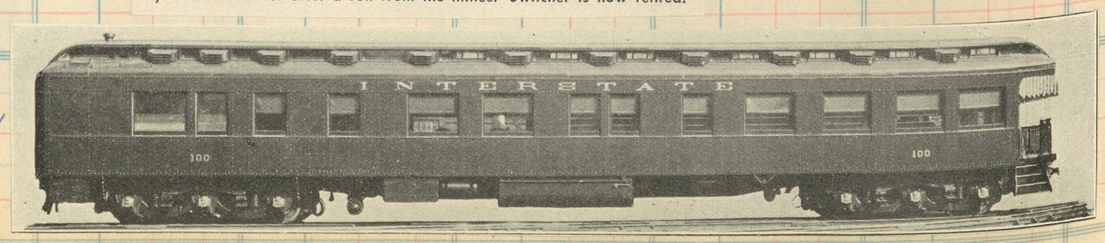
Owned & operated by
Virginia Coals Iron Co



(Above) "The coal trains of the Interstate have been coming back like this from the mines since the turn of the century." An Interstate 2-8-0 winds through Powell River Valley with a husky trainload of coal.

(Below) Ex-Southern Consolidation No. 28, one of the 10 largest 2-8-0's owned by that road, snorts past 0-6-0 No. 10 at the classification yards at Andover after a run from the mines. Switcher is now retired.

Blt by
Bethlehem
1925
L 74'10"

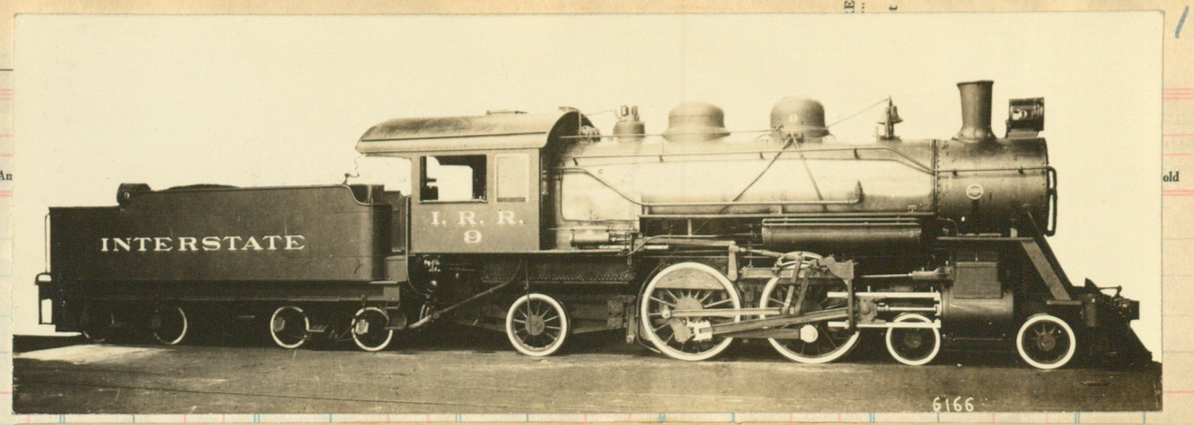


Clos. No.	Sold	Amount	Clos. No.	Sold

H. Reid, 2808 Vimy Ridge, Norfolk, Va.

Interstate's 2-6-6-2 No. 24 fogs up the Trail of the Lonesome Pine near Appalachia, Va. She was originally built for the Norfolk & Western

Ex N&W 1426 2-6-6-2 Schen 1915 c/n 55581



Atlantic type #9 was delivered by Baldwin in 1916. [c/n 44660]
Last used in regualr passenger service in 1928. Retired 1939

The Interstate Railroad hasn't run a passenger train since 1929 — but freights such as this noontime extra still wind out of Applachia, Va., behind compound 2-6-6-2's. The Interstate connects with the Southern, Louisville & Nashville, Norfolk & Western and Clinchfield in its trek across the Dominion State.

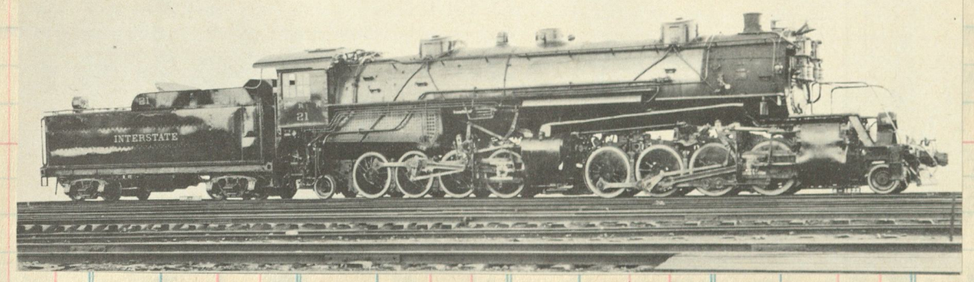
ex N&W #1322 Richmond 1912

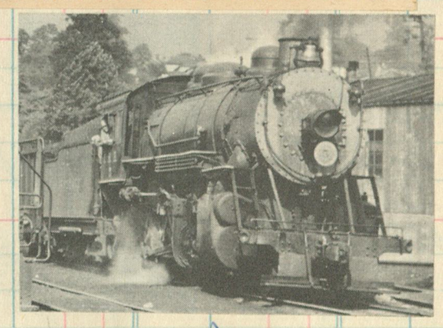
No. 27 bursts through a honeysuckle-draped cut before curving over the Louisville & Nashville just outside of Andover. The 2-8-0, former member of Southern's family, assumed Interstate livery in 1952.

All photos these pages, H. Reid.

(Below) Interstate 2-8-0 No. 14 relinquished its gold Pennsylvania legend and its peanut whistle in 1948. The Belpaire-boilered engine works a lengthy load of empty hoppers past a cattle guard toward Norton.

20-21 c/n 64997 Brooks 1923



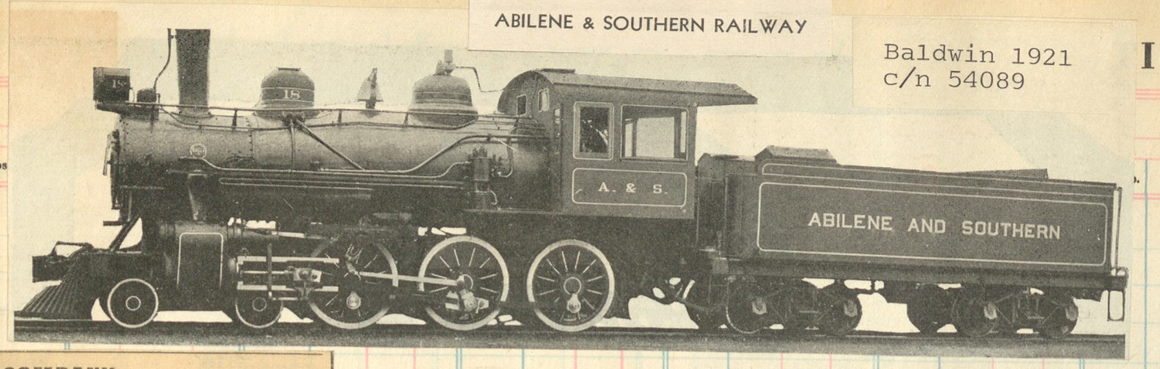


2-8-0 No 5

192

SELLER
DATE
FORM | DESTINATION | Amt. | Com. No. | Clos

ABILENE & SOUTHERN RAILWAY



Baldwin 1921
c/n 54089

ICKET SALES AT

Sold	Amount	Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

ABILENE & SOUTHERN RAILWAY COMPANY

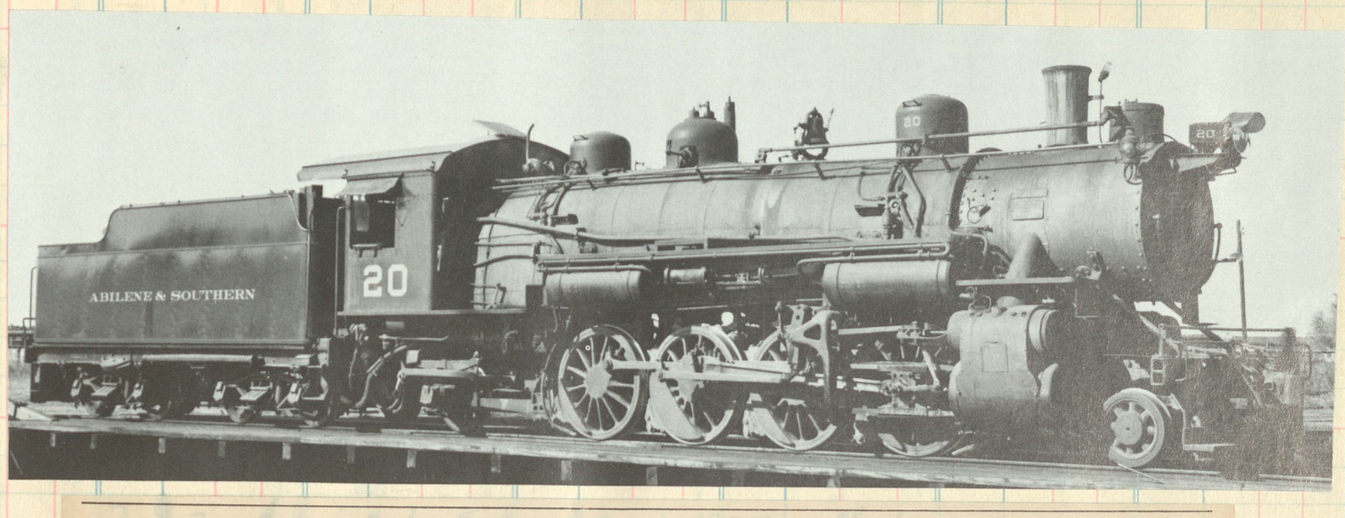
O. P. VAN SWERINGEN, Chairman of the Board, Cleveland, O.
J. L. LANCASTER, President, Dallas, Tex.
HERBERT FITZPATRICK, Vice-President—Law and Corporate Relations, Cleveland, O.
WM. WYER, Vice-Prest., Asst. Sec'y and Asst. Treas., "
HENRY JAMES, Vice-President and Treasurer, Abilene, Tex.
J. A. SOMERVILLE, Vice-President, Dallas, Tex.
J. B. PAYNE, Vice-President, "
W. R. LENCE, Vice-President, New Orleans, La.
M. D. CLOYD, Secretary, Dallas, Tex.
C. W. VEITCH, Asst. Secretary and Asst. Treasurer, Cleveland, O.
EDWIN G. WAGNER, Asst. Sec'y and Asst. Treas., "
A. E. PISTOLE, Superintendent, Big Spring, Tex.
A. J. BIARD, Auditor, Dallas, Tex.
A. L. EWING, Assistant Treasurer, "
C. SCHONFELDER, Jr., Asst. Gen. Fht. and Pas. Agent, "
R. C. GRIFFITH, Land and Industrial Commissioner, "

Connections.—[1] and [2] With Gulf, Colo. & S. Fe Ry. [3] With Tex. & Pac. and Wichita Val. Rys. [4] With Wichita Val. Ry. [5] With A. T. & S. Fe Ry., Mo.-Kan.-Tex. R.R. of Tex. and Hamlin Northwestern Ry.

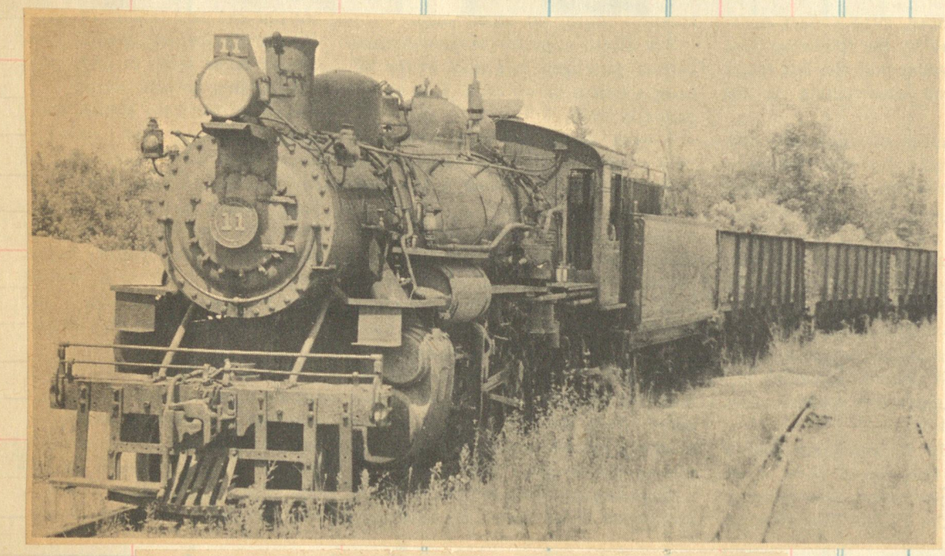
Total Mileage, 96.4

20 Mix.	16 Mix.	Mls	September, 1931.	19 Mix.	15 Mix.
P M			LEAVE | ARRIVE	A M	
†12 15	....	0	+...Ballinger[1] ..⊙	11 15	....
†1240	....	8.1	..... Hatchel ...Δ	†1045	....
1 20	....	15.8	..... Winters ...⊙	1000	....
1 50	....	26.5	.... Bradshaw ..⊙	930	....
2 05	....	29.4	..... Guion .....Δ	†9 20	....
2 20	....	34.0	..... Ovalo ....⊙	905	....
2 30	....	36.7	ar.. Tuscola[2]⊙lv.	8 55	....
2 30	....	36.7	lve. Tuscola .arr.	8 55	....
†3 05	....	46.0	..... Iberis	†8 20	....
3 30	A M	54.0	arr. +Abilene[3] lve.	†8 00	P M
P M	†8 30	54.0	lve..Abilene⊙ arr.	A M	1 30
....	– –	54.0	...Abilene Junc..Δ	....	– –
....	– –	78.7	.. Anson Junction Δ	....	– –
....	9 55	79.5	.... Anson[4] ...⊙	....	12 05
....	†1020	87.1	..... Radium	....	†1140
....	10 45	96.4	+...Hamlin[5] ..⊙	....	†1115
....	A M		ARRIVE | LEAVE	....	A M

† Daily, except Sunday; ƒ flag stop. Δ Non-agency stations. ⊙ Telephone stations; + Coupon stations. STANDARD—*Central time.*



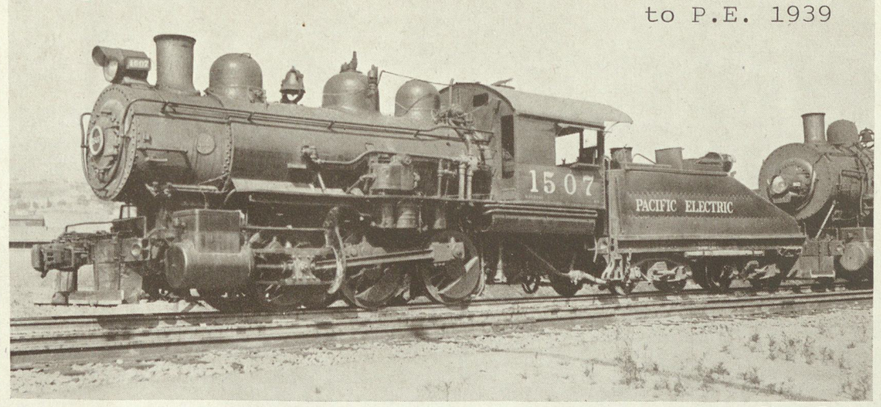
A light 2-8-2 purchased from Schenectady [c/n 67102] in 1927



#20 as Louisiana Eastern #11

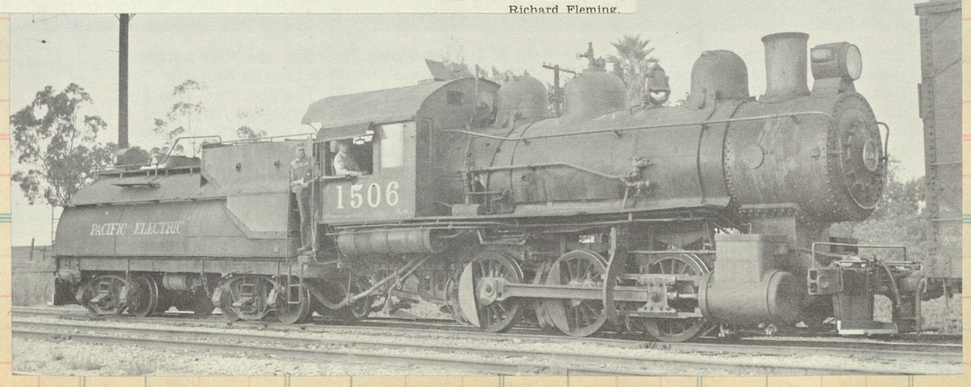
PACIFIC ELECTRIC RAILWAY

Org. S.P. # 1146 c/n 29214 Baldwin 1906
to P.E. 1939



Richard Fleming.

Org S.P. #1123
Baldwin 1906
c/n 27517



Pacific Electric Railway—Railway Post Office Train No. 501, motor 1406 at San Bernardino yards, May 22, 1948.

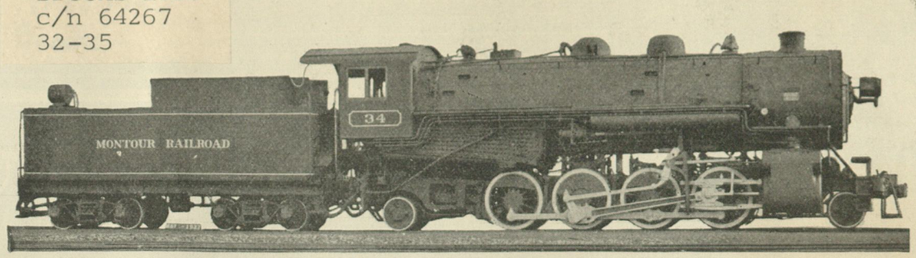
193

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

H. M. T., New York City—The Montour RR. operates between Montour Jct. and Mifflin Jct., Pa., 45 miles, with branches to Moon Run and Snowden. It was incorporated in 1917 as a consolidation of the old Montour, the North Star & Mifflin, and the Pittsburgh & Moon Run. Controlled by the Pittsburgh Coal Co., it is doing very well.

On the Montour

Brooks 1923
c/n 64267
32-35



Total Weight of Engine, 296,000 pounds; Weight on Driving Wheels, 250,000 pounds; Diameter of Driving Wheels, 57 inches; Boiler Pressure, 185 pounds; Cylinders, 27 x 32 inches; Maximum Tractive Power, 64,400 pounds.

MONTOUR RAILROAD.

61

WM. G. WARDEN, Chairman.
———, President.
W. E. FOWLER, Asst. to President.
J. D. A. MORROW, Vice-President.
F. J. LE MOYNE, Vice-P. and Treas.
AARON WESTLAKE, Secretary.
I. F. MALONE, Auditor.
DON ROSE, General Counsel.
H. E. SMEETS, Traffic Manager.
R. W. MACKENSEN, Purch. Agent, G. C. HARPER, General Supt., Coraopolis, Pa.
JAMES NAGEL, Supt. of Transportation, Coraopolis, Pa.
E. A. RAUSCHART, Mechanical Supt., Coraopolis, Pa.
———, General Agent, Youngstown, O.

General Offices: Pittsburgh, Pa.

Mls.	STATIONS.	
0	Montour Junc[1]	
1.37	Storage	
4.13	Beaver Road	
5.44	Scott	
6.94	Cliff Mine	
9.61	Imperial	
11.20	North Star	
12.79	Boggs	
13.18	Champion	
16.10	McAdams	
18.44	McDonald	
22.18	Southview (George)[2]	Freight Service only.
24.39	Cowden	
26.66	Muse	
26.73	National	
28.24	Hendersonville	
31.91	Hyland (Hills)[3]	
33.29	McMurray	
37.88	Library	
39.52	P.R.R. Connection[4]	
40.88	Snowden[5]	
37.18	Jewell	
39.86	Brightwood	
41.49	Salida[6]	
45.00	Mifflin Junction[7]	

Freight Service only.

MOON RUN DIVISION.

Mls	STATIONS.	
0	Groveton[8]	Freight Service only.
3.30	Fieht	
5.51	Moon Run	

Connections.—[1] With Pittsburgh & Lake Erie R.R. [2] With Pittsburgh & West Virginia Ry. [3] With Pennsylvania R.R., Western Lines. [4] With Pennsylvania R.R., Eastern Lines. [5] With Baltimore & Ohio R.R., Eastern Lines. [6] With Pittsburgh & West Virginia Ry [7] With Bessemer & Lake Erie R.R. and Union R.R. [8] With Pittsburgh & Lake Erie R.R.

June, 1933.

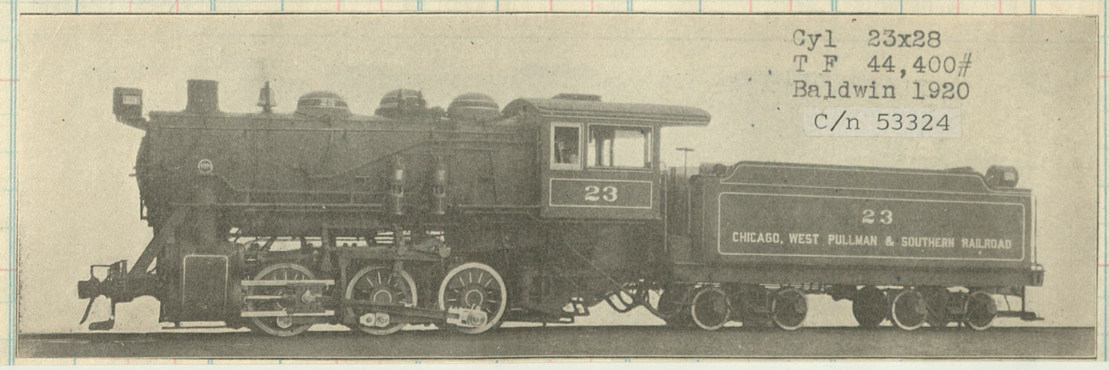
CHICAGO, WEST PULLMAN & SOUTHERN RAILROAD.

REPORTING MARKS—"C W P"

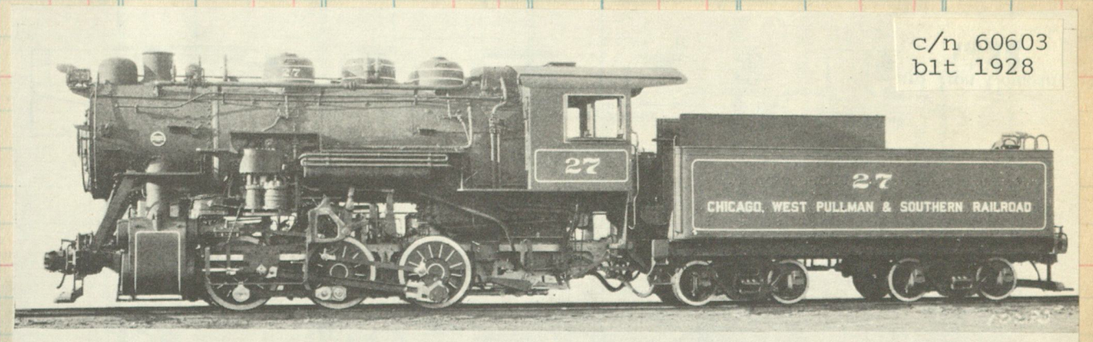
GENERAL OFFICERS.

A. C. FRIEDSAM, President and General Manager.....Chicago, Ill.
J. A. FITZMAURICE, Vice-President and Auditor.....
A. B. KELLER, Treasurer.....
A. P. CLAPP, General Freight Agent.....
T. A. MARTIN, General Freight Agent (Solicitation).....Chicago, Ill.
C. H. BROWDER, Secretary.....
C. L. WEST, Superintendent.....South Chicago, Ill.

GENERAL OFFICES, 180 NORTH MICHIGAN AVE., CHICAGO, ILL.
Miles of road operated, 31.06. Gauge, 4 ft 8½ in. Locomotives, 11.



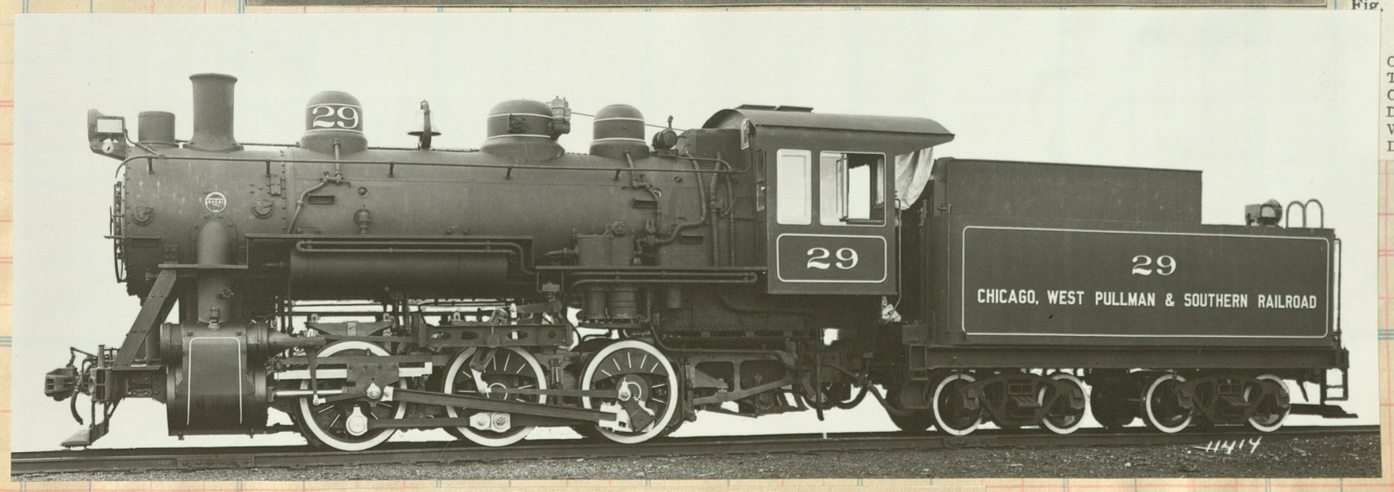
Cyl 23x28
T F 44,400#
Baldwin 1920
C/n 53324



c/n 60603
blt 1928

Fig. 15—Chicago, West Pullman & Southern 0-6-0 (Six-Wheel) Switching Locomotive. Built by The Baldwin Locomotive Works.

Cylinders, diameter and stroke	23 in. x 28 in.	Fuel	Soft coal
Tractive force	46,800 lb.	Grate area	41.2 sq. ft.
Cylinder horsepower (Cole)	1,809 hp.	Steam pressure	190 lb.
Drivers, diameter	51 in.	Evaporative heating surface	2,265 sq. ft.
Weight on drivers	191,580 lb.	Superheating surface	520 sq. ft.
Driving wheel base	11 ft. 0 in.	Tender capacity	8,000 gal., 10 tons



Delivered by Baldwin (c/n 62081) in 1936

194

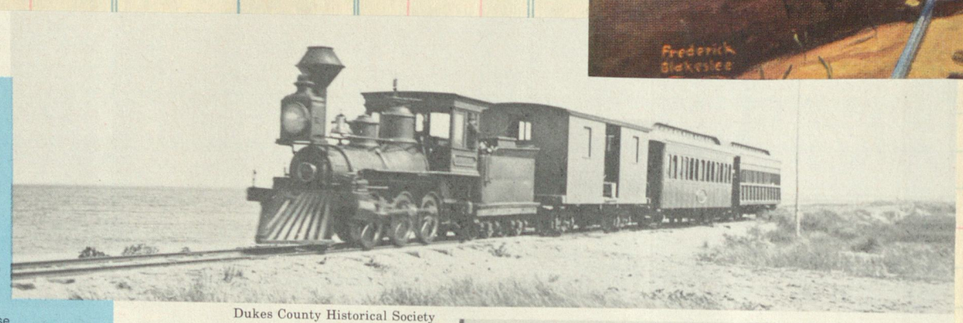
New York Ce

ALES AT

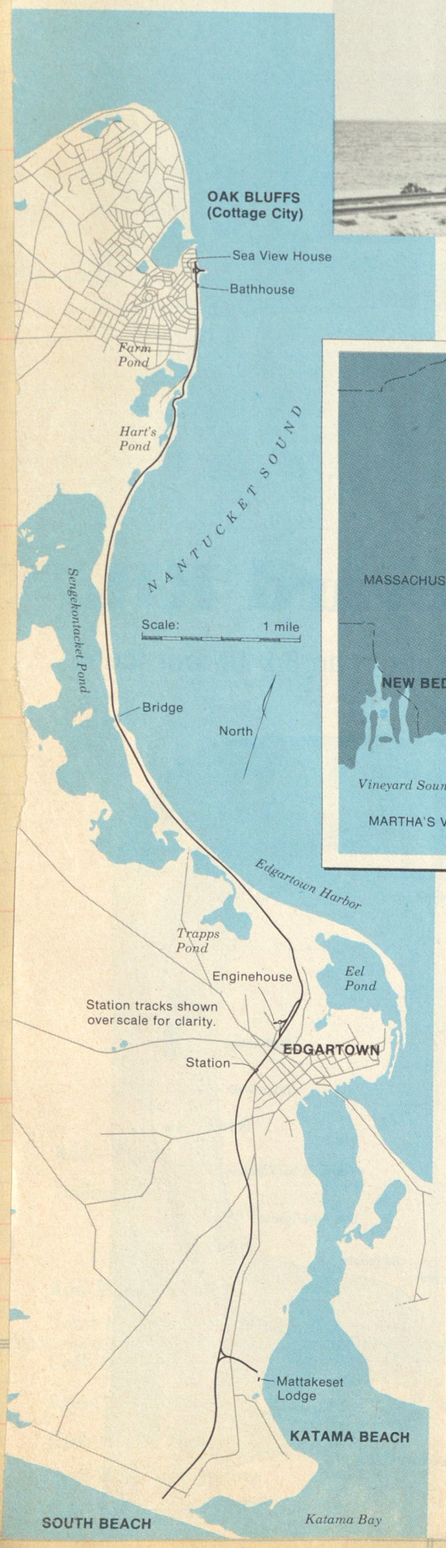
SELLER																	
DATE																	
FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

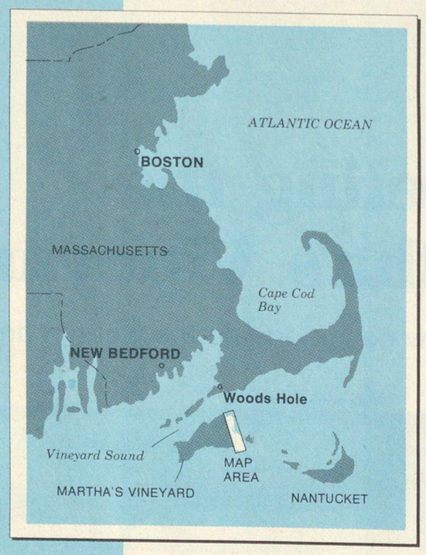
The Martha's Vineyard RR.

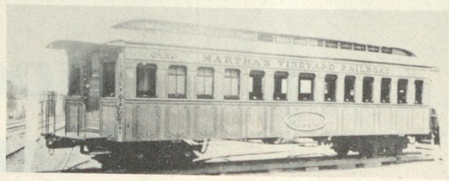
Opened for operation May 1874.
Ran during the summer seasons
Abandoned 1896
Three foot gauge

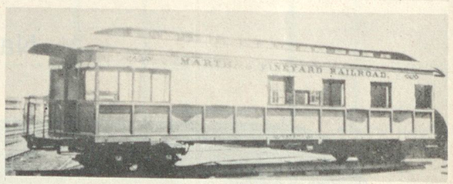


Dukes County Historical Society



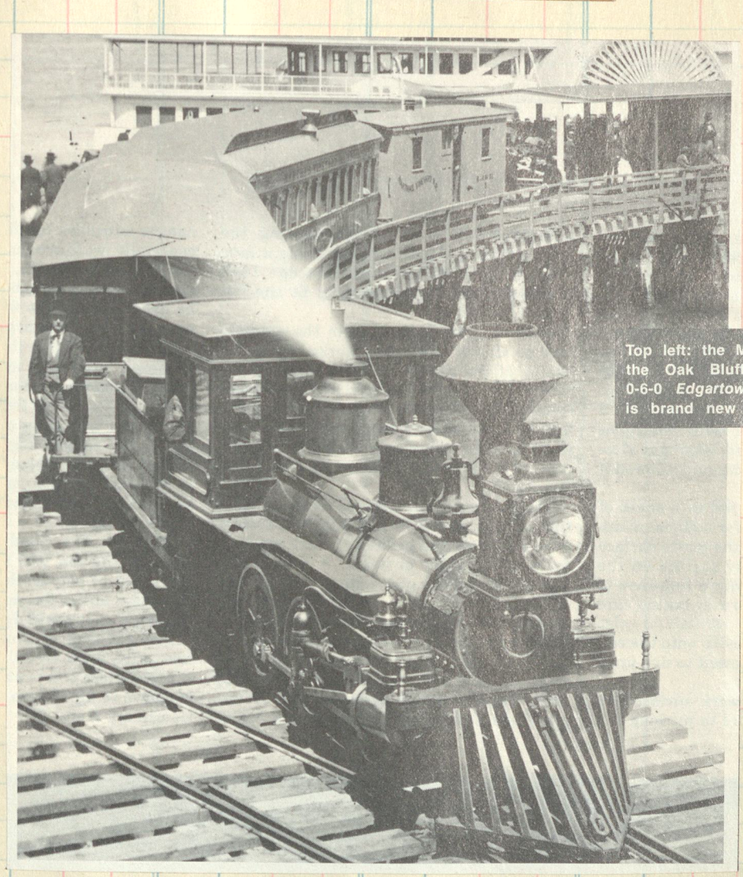






Walker Transportation Collection

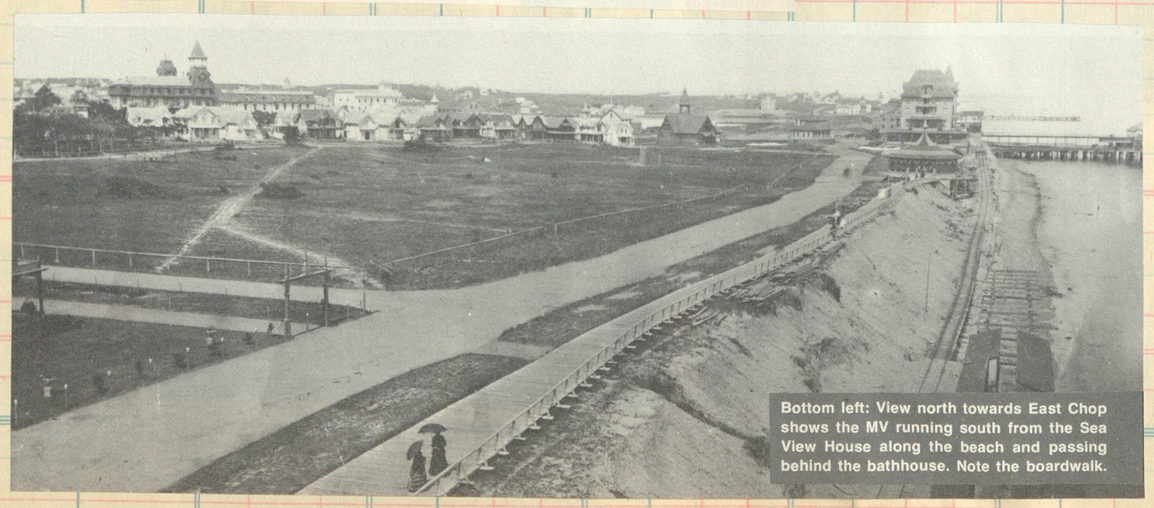
The northward three-car train is in an open, lonely setting typical of the MV along the shoreline. Car color was probably light yellow, from varnished natural wood.



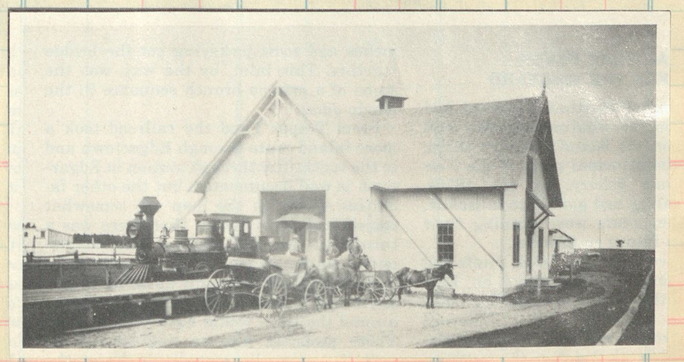
Top left: the MVRR train ready to leave the Oak Bluffs ferry pier behind the 0-6-0 *Edgartown*. The little tourist line is brand new in this 1874 photograph.

The "EDGARTOWN" Built by Porter Bell 1874 for the Chester & Lenoir RR (N.C.) but delivered to the M.V. Orginally named "ACTIVE"

cyls 9½x 14
drs 33"
wt 22,000 #



Bottom left: View north towards East Chop shows the MV running south from the Sea View House along the beach and passing behind the bathhouse. Note the boardwalk.



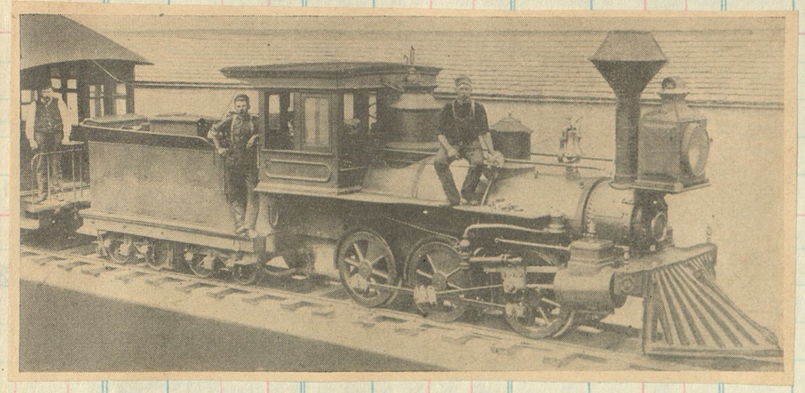
Right: This run-through station served MVRR patrons at Edgartown, Mass. The outbuilding at the right rear may have been the enginehouse used for winter storage.

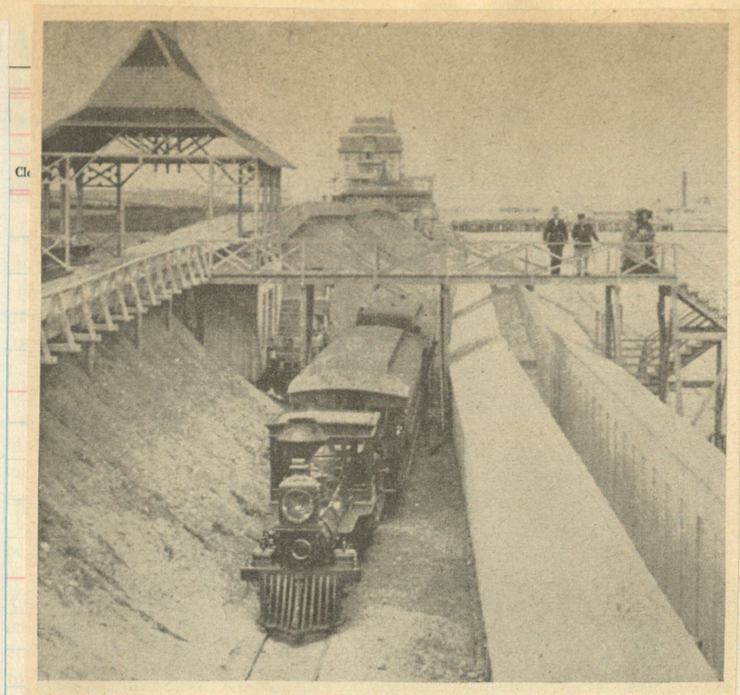
Marshall Cook Studios

The Sea View House is the backdrop of this view taken from the Oak Bluffs ferry pier. The MV wye extended onto the pier, flanked by ticket offices.

One tail of the MV's southern wye extended to the front door of the Mattakeset Lodge on Katama Bay. The second coach dates this photo to 1877 or later.

Walker Transportation Collection





A. J. Kazla

Three-foot Martha's Vineyard Railroad skirted the dunes and beaches of Martha's Vineyard, an island resort south of Cape Cod, Mass. (Above) Oak Bluff station.

11 *I would like information on the Martha's Vineyard Railroad.*

This nine-mile, 3-foot-gage line, founded in 1874, ran on the island of Martha's Vineyard, off the southern coast of Massachusetts. It was built despite opposition from groups which wanted their off-shore peace undisturbed by noisy locomotives. The route was not wisely chosen. For long stretches it ran along sandy beaches. During the severe storms of 1874-75 much of its track was washed away, undermined, or buried by drifting sand. So parts of the track were rerouted.

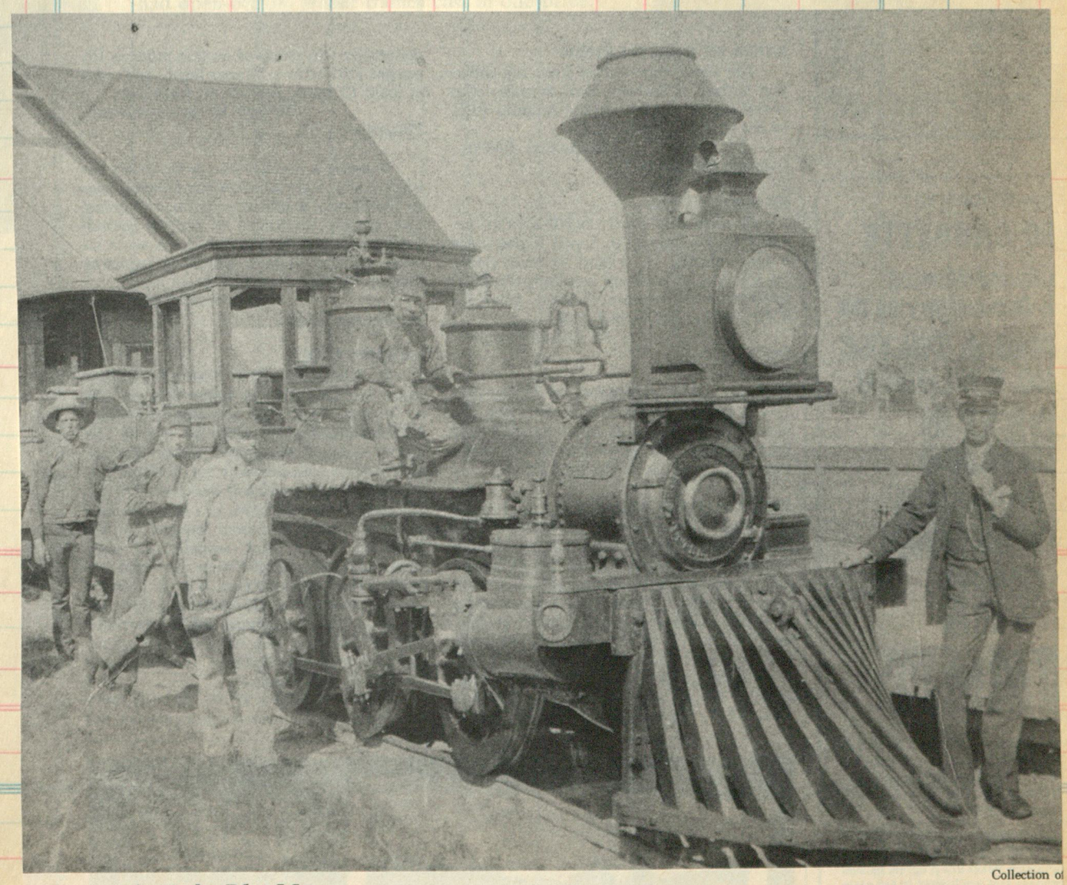
One of the road's engines, the *Active,* while being unloaded from a ship, accidentally rolled off the dock into the harbor, but little harm was done. The *Active* made her initial run, Katama to Edgarton. Original stock on the road consisted of two coaches and a boxcar. During the road's first year it failed to make a profit. The sheriff held the rolling stock as payment for debts until leading citizens rustled up the necessary funds.

Later, the line was extended to the beautiful resort of South Beach, but failed to prosper. In January, 1877, the road was sold to a New Bedford business man, who cleared it of debt and operated it at a profit by pushing vacation traffic.

The round trip afforded a continuous view of the ocean, sailing vessels, and white sandy beaches. But despite the island's attractions, the crowds thinned during the national depression of the late 1880's. By 1891 the once lively resort town of Oak Bluff was without a summer hotel. Fire destroyed the MV's terminal and wye tracks.

By 1894 Katama was little more than a ghost town, and the road discontinued service south of Edgarton. The last steam train to run on the MV was pulled by the locomotive *South Beach.*

In 1897 the abandoned road tried a comeback as a juice railway, merging with the Cottage City line, but the arrival of automobiles and "jitney" buses on the island swept even the electric line into oblivion. Today nothing is left of the colorful narrow-gage except a deserted right-of-way, some crumbling trestle work, and the old rails which the years and the ocean's spray have withered and rusted.



Collection of

at Oak Bluffs

CUT HERE To Make Short Sheet

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

196

THE GREAT WESTERN RAILWAY.

GENERAL OFFICERS.

W. L. PETRIKIN, Chairman of Board..Denver, Col. | G. A. SCHMIDT, Cashier.....Denver, Col. | F. C. GOROM, Superintendent and Master Mechanic.....Loveland, Col.
FRANK A. KEMP, President..... " | J. G. KISLER, Auditor..... " | CALDWELL MARTIN, Gen. Counsel....Denver, Col.
H. F. LAMBERT, V-Pres. & Gen. Mgr.... "

GENERAL OFFICES, SUGAR BUILDING, DENVER, COL.

Miles of road operated, 84.82. Gauge, 4 ft. 8½ in. Locomotives (coal burning), 9. Railway Express Agency, Inc., operates over this line. No Sleeping Car Co. operating over this line.

THE GREAT WESTERN RAILWAY

W. L. PETRIKIN, Chairman of the Board. | S. P. SAUNDERS, Secretary and Aud.
W. D. LIPPITT, President. | D. W. HOUSTON, Cashier.
H. F. LAMBERT, Vice-Prest. & Gen. Mgr. | H. J. MILLER, Purchasing Agent.
CALDWELL MARTIN, Gen. Counsel. | C. E. ANGOVE, Superintendent.
M. D. THATCHER, Treasurer. Loveland, Colo.

General Offices—Sugar Building, Denver, Colo.

				Mls	*September*, 1933.			
				0	lve..**Longmont**[1]..arr.			
				8.1	.....Mead.....			
				17.8	.....Johnstown.....			
				23.1	arr..**Officer Junc.**..lve.			
	Mixed Train Service.				.....**Loveland**[2].....	**Mixed Train Service.**		
					.....**Loveland**.....			
				23.1	lve..**Officer Junc.**..arr.			
				23.2	.....**Kelim**.....			
				30.1	.....**Windsor**[3].....			
				34.0	.....Severance.....			
				42.1	arr.....**Eaton**[4]...lve.			

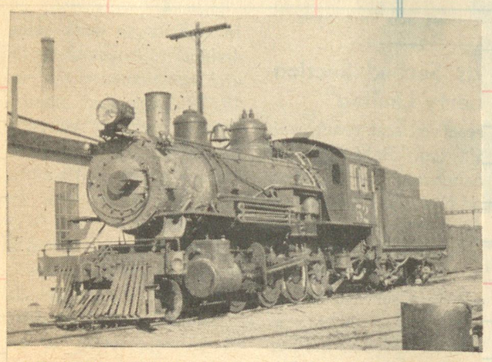
Connections.—[1] With Chic. Burl. & Quincy R.R. and C. & S. Ry. [2] With C. & S. Ry. [3] With Union Pac. [4] With Union Pac. & C. & S. Ry.

Welty Branch.—Johnstown to Welty (6.2 miles), Intermittent Freight Service.

Elm Br.—Milliken to Elm (4.3 miles), Intermittent Freight Service.

Wattenberg Branch.—Johnstown to Wattenberg (24.1 m.), Intermittent Freight Service.

STANDARD—*Mountain time.*

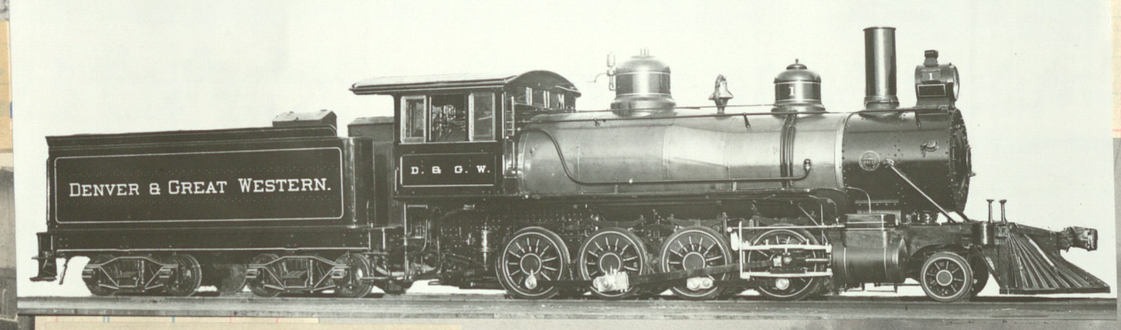


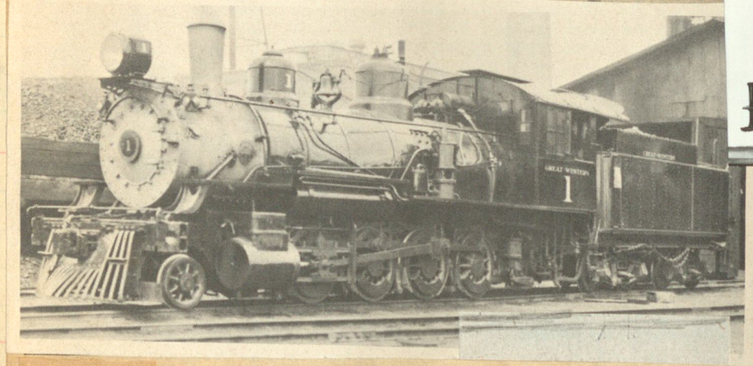
GREAT WESTERN ENGINE 52 AT LOVELAND, COLO.

Baldwin 1907 c/n 31178

Left, Colorcraft Pictures

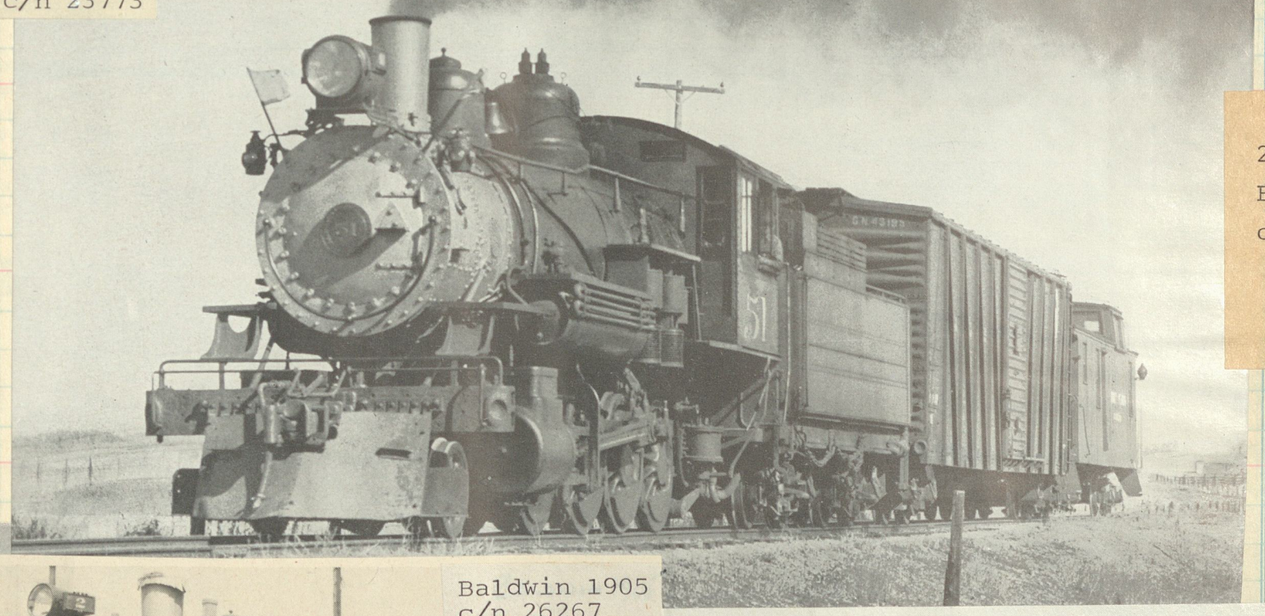
F. B., Ft. Morgan, Colo.—The Great Western, a railroad owned and operated by the Great Western Sugar Co., operates some 83 miles of main line in Colorado, from Longmont to Eaton (42), the Loveland branch (6), the Welty branch (6), Elm branch (5), and from Milliken to Wattenburg (24). Operating offices are in Loveland. The road owns 8 or 9 engines, one of which is a new 2-8-0 just built by Alco (page 56), and the others are 0-6-0, 2-8-0, and 2-10-0 type. It also owns 159 freight, one passenger, and 15 miscellaneous cars.



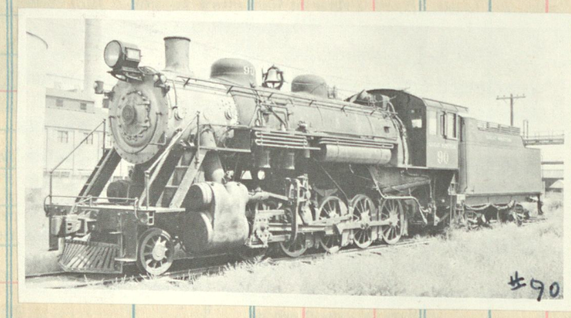


GREAT WESTERN'S ENGINE 1 AT LOVELAND, COLO. Joseph Schick

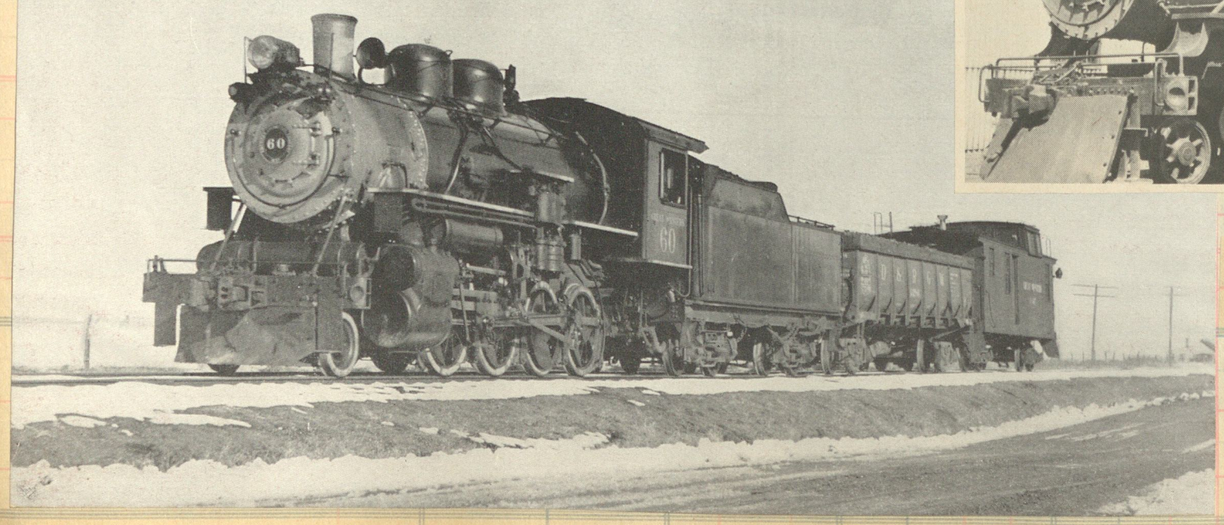
#1 when she came out of the Baldwin plant in 1904 and as she appeared three decades later. c/n 23773

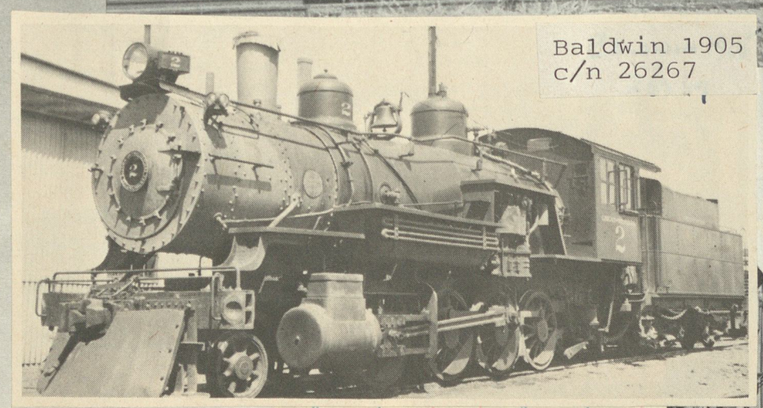


2-8-0 #51
Baldwin 1906
c/n 28665



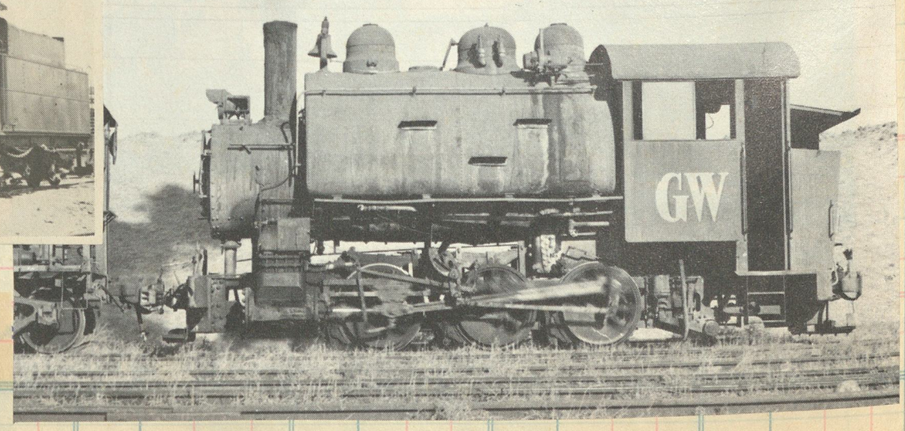
#60, a perky 2-8-0, delivered by Schenectady in 1937
c/n 69021





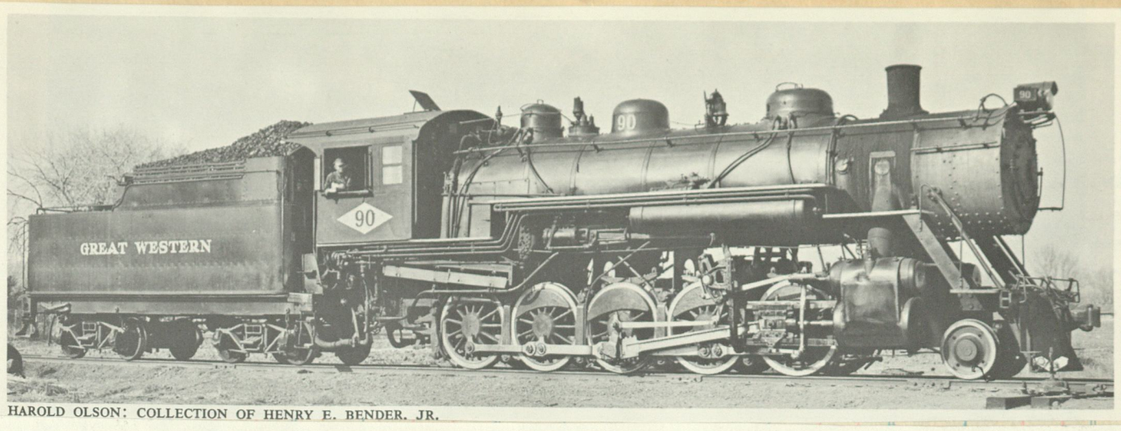
Baldwin 1905
c/n 26267

Porter 1928



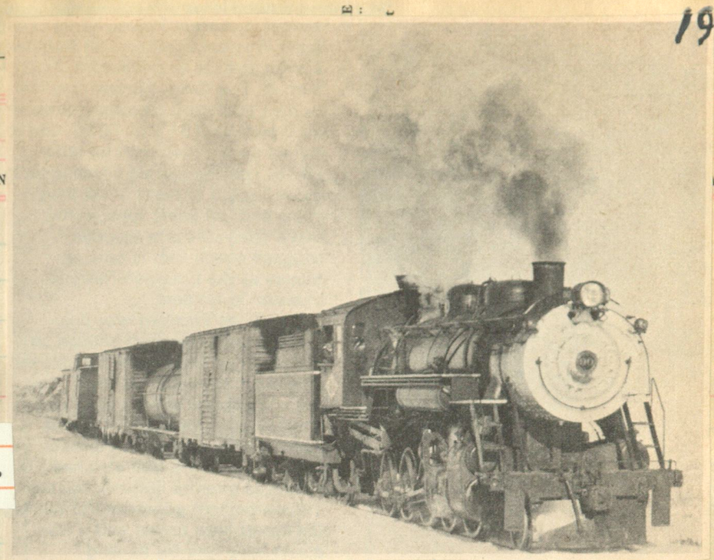
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

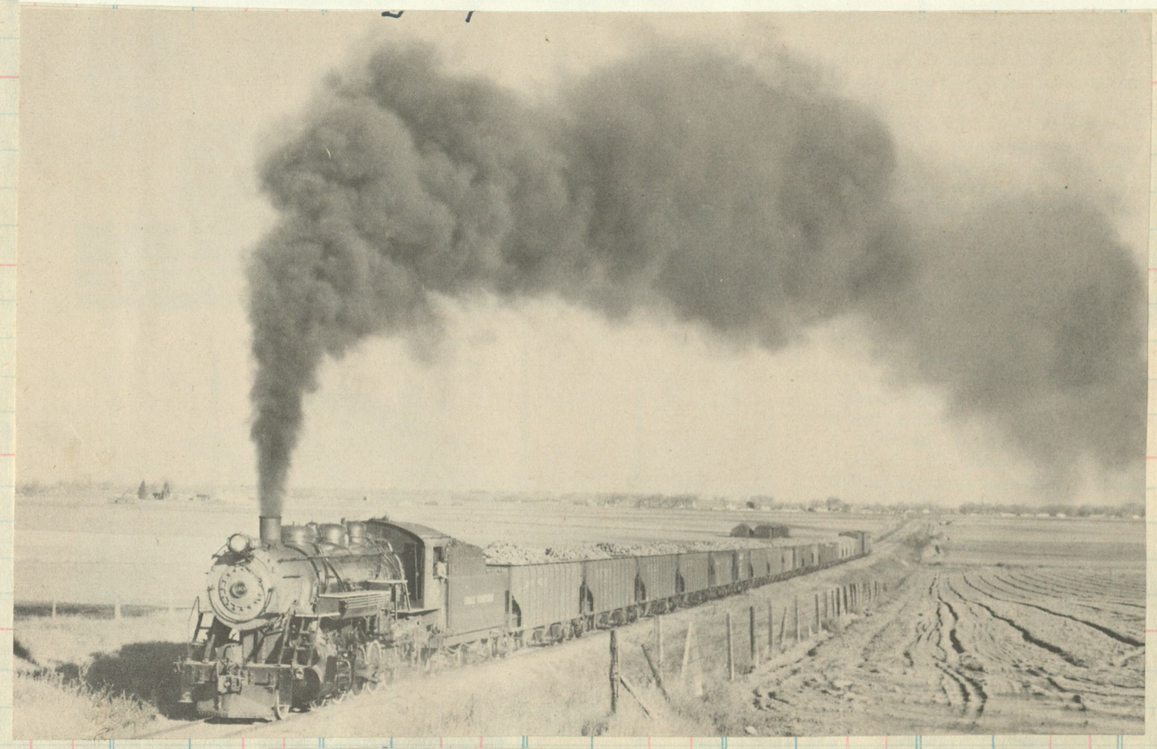
Baldwin
June 1924
c/n 57812



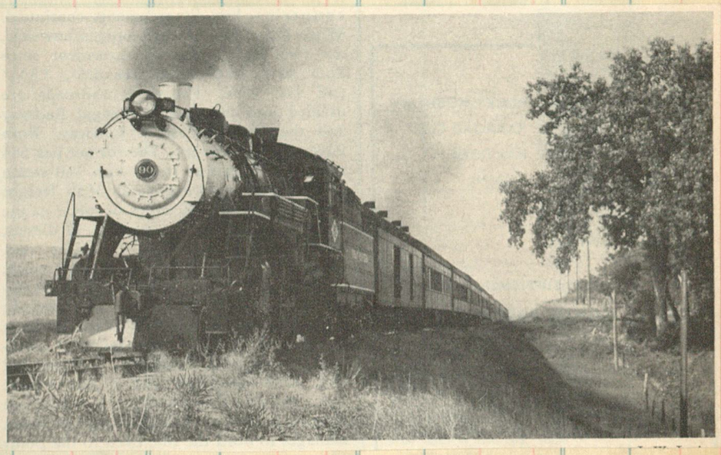
HAROLD OLSON: COLLECTION OF HENRY E. BENDER, JR.

A living legend that is still carrying on the traditions of a glorious era.

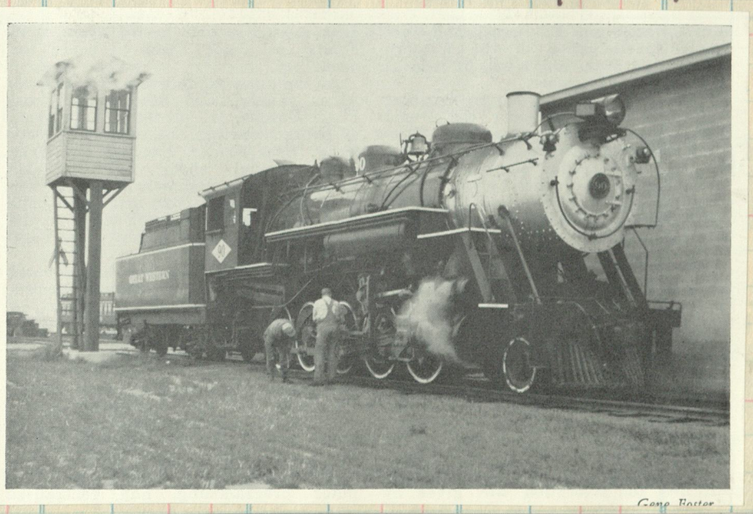




#90 wheels the sugar beets



#90 rolling 13 cars of the California-Nevada chapter R&LHS special



Gene Potter

#90 stands inspection after arrival at the enginehouse of her new owner, Strasburg RR, in 1967

#51 loafing along near Loveland

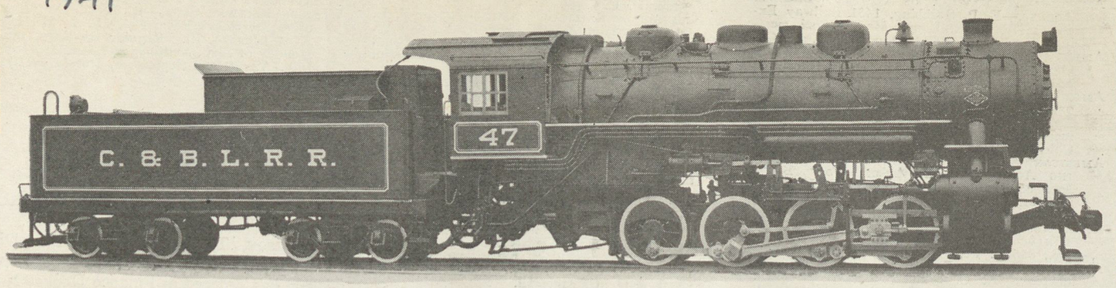
198

New

SELLER
DATE
FORM DESTINATION

CONEMAUGH & BLACK LICK RAILROAD.
H. E. TROUT, Vice-President, Johnstown, Pa.
Terminal line operating in Cambria County, Pa. Operated for freight service only. *October*, 1933.
Connections.—At Johnstown, Pa., with Pennsylvania and Baltimore & Ohio R.Rs. At Morrellville, Pa., with Pennsylvania R.R.

1941

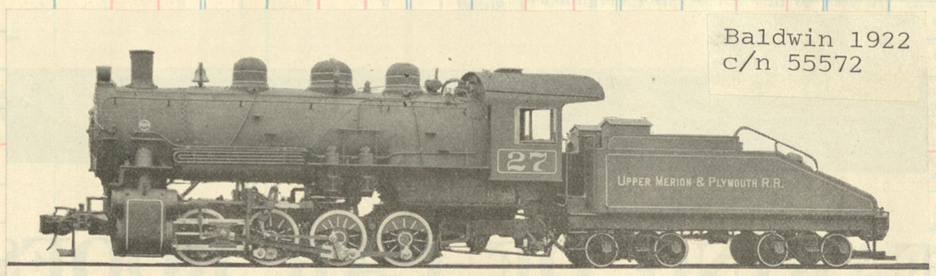


Nos 47 & 48 c/n 7858 LIMA 1941

Conemaugh & Black Lick Railroad Co.

SALES AT

Clos.No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



Baldwin 1922
c/n 55572

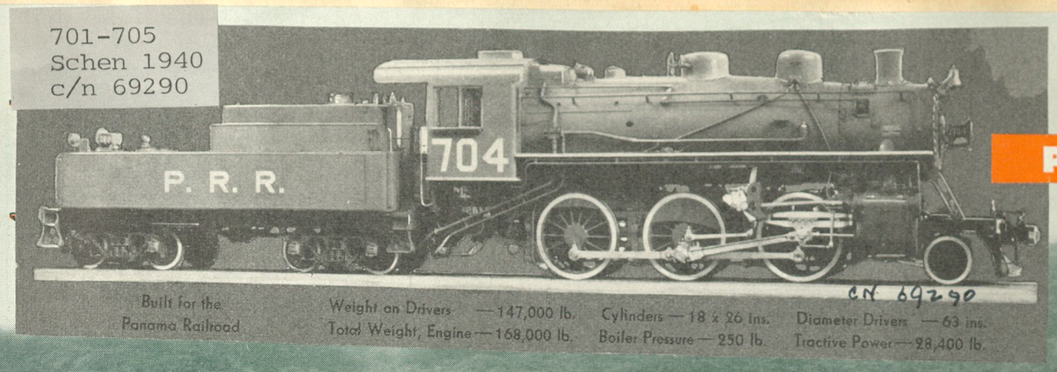
Upper Merion & Plymouth Railroad

N. L. MOON . . . . . President
JOHN W. LOGAN . . . . . Secretary and Treasurer
C. L. JONES . . . . . Assistant Treasurer
E. E. LONG . . . . . Assistant Secretary
N. L. MOON . . . . . Traffic Manager
H. GEHSE . . . . . Auditor of Traffic
K. M. GEYER . . . . . Car Accountant

General Offices—Conshohocken, Pa
Total Miles of Line Operated, 12.08.
Freight Equipment: Locomotives, 11; Cars, 38.
This road connects with Pennsylvania Railroad and Reading Company at Swedeland, West Conshohocken, Ivy Rock and Mill Road, performing transportation service between said roads and industries on its line; also between industries and connecting railroads on the east and west sides of the Schuylkill River
Public team tracks are favorably located at Swedeland and Ivy Rock. Desirable locations for manufacturing and industrial plants. Correspondence solicited. *March*, 1939.

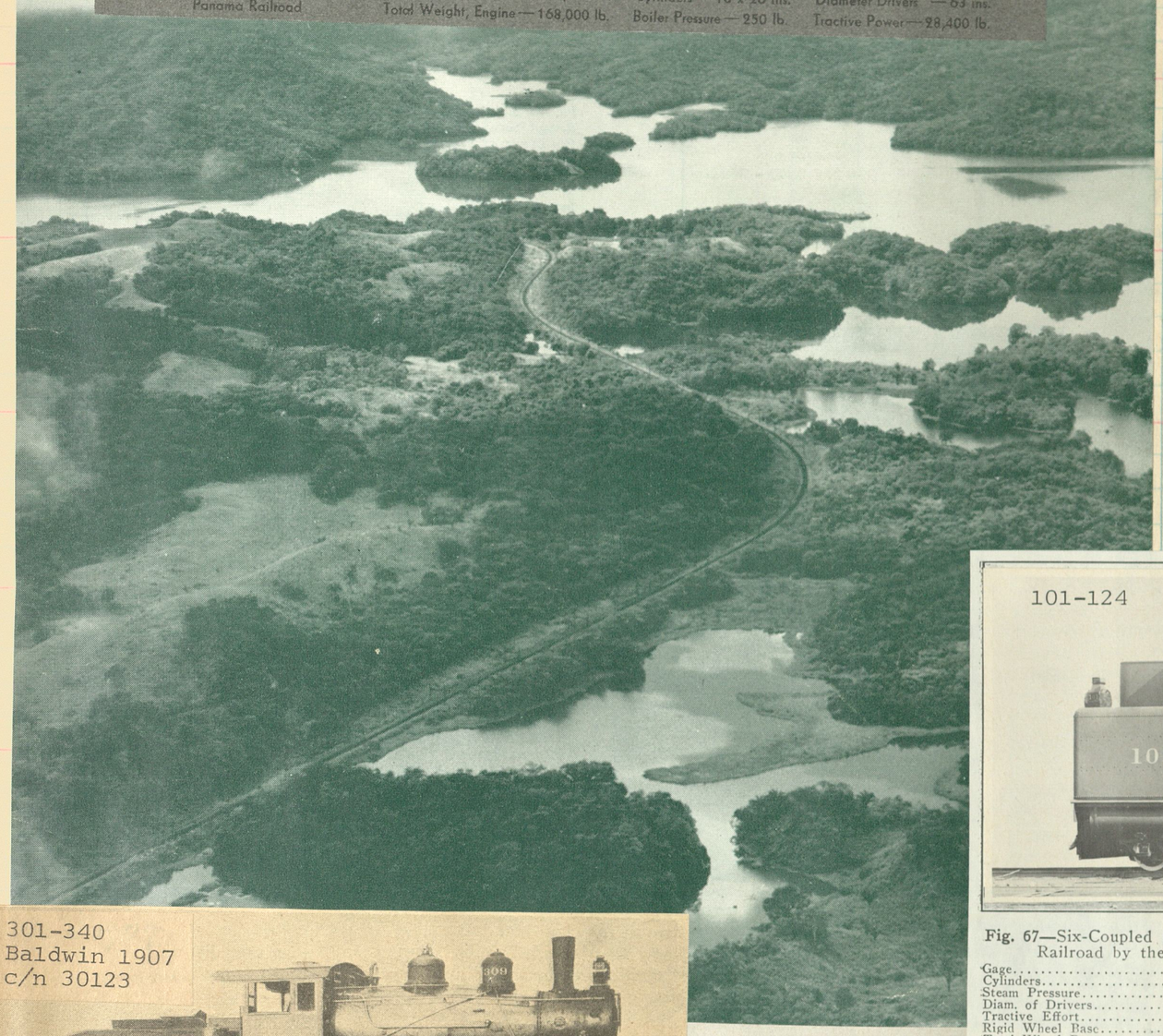
Total
Add—Error _____ DATE
Deduct " _____ DATE
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

701-705
Schen 1940
c/n 69290

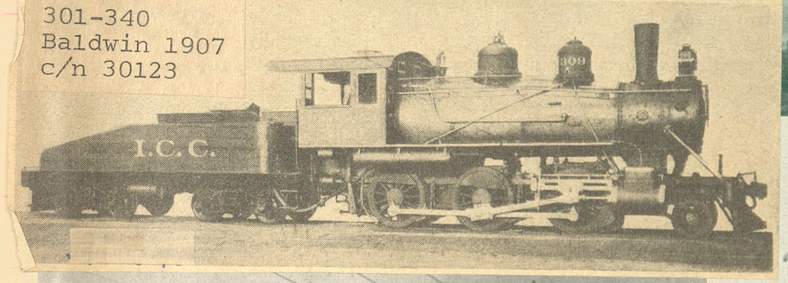


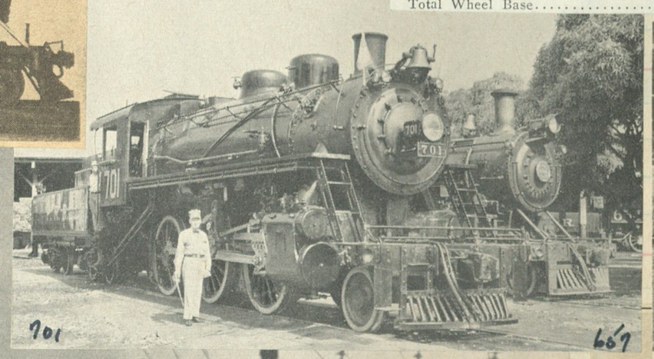
Built for the Panama Railroad | Weight on Drivers — 147,000 lb. | Total Weight, Engine — 168,000 lb. | Cylinders — 18 x 26 ins. | Boiler Pressure — 250 lb. | Diameter Drivers — 63 ins. | Tractive Power — 28,400 lb.

C/N 69290



301-340
Baldwin 1907
c/n 30123





701

667

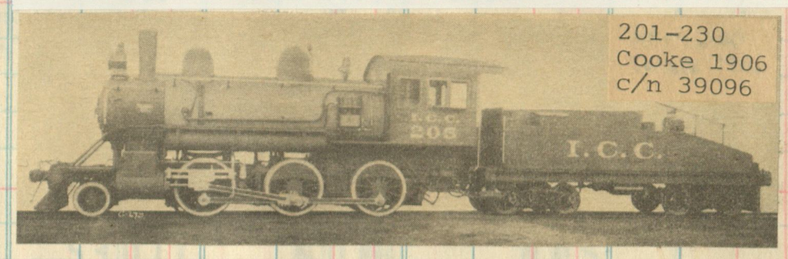
Doubleheaded Schenectady Moguls hurry a heavy passenger train beneath girders that carry power lines to Panama Canal's locks. PRR communication lines are buried along here to eliminate static caused by overhead wires.

PANAMA RAILROAD

1855-1955
100 YEARS PANAMA RAILROAD

The 299 on static display at the Balboa Heights station
231-300 built at the Cooke works 1906 c/n 39210

201-230
Cooke 1906
c/n 39096



101-124 c/n 38174 Schen 1906

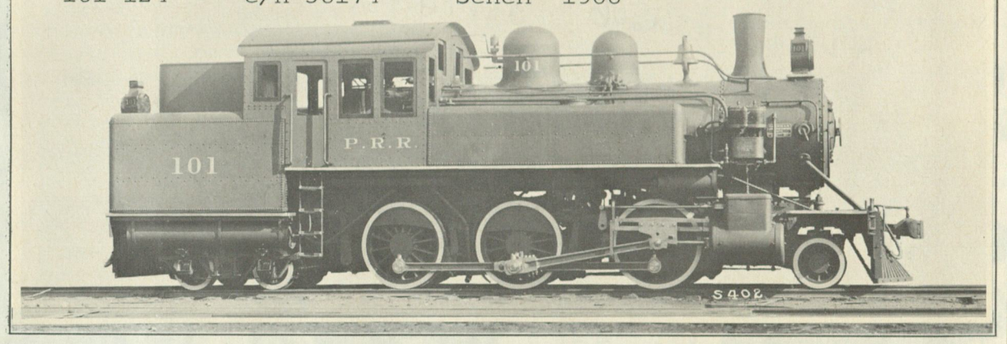
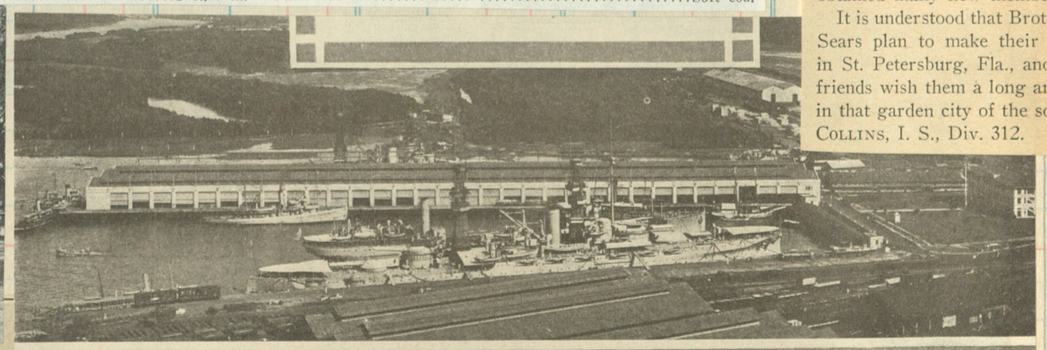


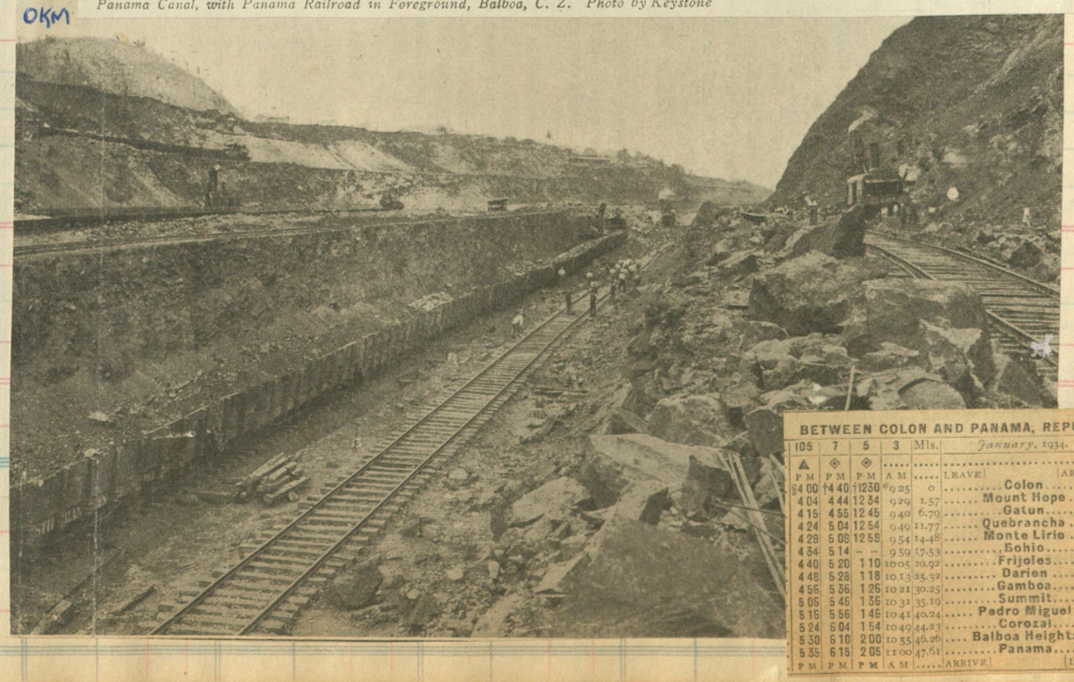
Fig. 67—Six-Coupled (2-6-4) Double Ender Side Tank Locomotive for Passenger Service. Built for Panama Railroad by the American Locomotive Company.

Gage	5 ft.	Heating Surface, Tubes	1,372.7 sq. ft.
Cylinders	19 in. x 26 in.	Heating Surface, Firebox	125.1 sq. ft.
Steam Pressure	180 lbs.	Heating Surface, Total	1,497.8 sq. ft.
Diam. of Drivers	54 in.	Great Area	26.2 sq. ft.
Tractive Effort	26,590 lbs.	Weight on Drivers	124,000 lbs.
Rigid Wheel Base	13 ft. 2 in.	Weight, Total	183,500 lbs.
Total Wheel Base	32 ft. 8 in.	Fuel	Soft coal



Panama Canal, with Panama Railroad in Foreground, Balboa, C. Z. Photo by Keystone

OKM

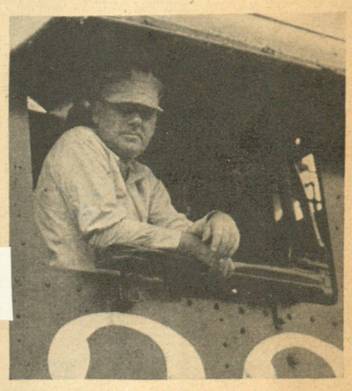


BETWEEN COLON AND PANAMA, REPUBLIC OF PANAMA.

105	7	5	3	Mls.	January, 1934.	2	4	6	106
▲	◈	◈	....	....		....	◈	◈	▲
P M	P M	P M	A M	....	LEAVE | ARRIVE	A M	P M	P M	P M
4 00	4 40	12 30	6 25	0	Colon ..... ō	8 40	2 10	6 20	7 40
4 04	4 44	12 34	9 29	1.57	Mount Hope	8 36	2 06	5 16	7 36
4 15	4 55	12 45	9 40	6.79	Gatun ..... ō	8 27	1 57	6 07	7 27
4 24	5 04	12 54	9 49	11.77	Quebrancha	8 17	1 47	5 57	7 17
4 29	5 08	12 58	9 54	14.48	Monte Lirio .... ō	8 12	1 42	5 52	7 12
4 34	5 14	—	9 59	17.53	Bohio	8 06	—	5 46	7 06
4 40	5 20	1 10	10 05	20.92	Frijoles	8 01	1 31	5 41	7 01
4 48	5 28	1 18	10 13	25.32	Darien	7 53	1 23	5 33	6 53
4 56	5 36	1 26	10 21	30.25	Gamboa ..... ō	7 45	1 15	5 25	6 45
5 05	5 45	1 35	10 31	35.19	Summit	7 35	1 05	5 15	6 35
5 15	5 56	1 46	10 41	40.24	Pedro Miguel ... ō	7 24	12 54	5 04	6 24
5 24	6 04	1 54	10 49	44.23	Corozal ..... ō	7 16	12 46	4 56	6 16
5 30	6 10	2 00	10 55	46.26	Balboa Heights .. ō	7 10	12 40	4 50	6 10
5 35	6 15	2 05	11 00	47.51	Panama ..... ō	▲7 05	12 35	4 45	6 05
P M	P M	P M	A M	....	ARRIVE | LEAVE	A M	P M	P M	P M

Bro. W. A. Sears, Div. 312

Brother William A. Sears, veteran engineer of 44 years' service, retired December 1, 1939. The last 27 years of his railroad career were spent with the Panama Railroad Company in Cristobal, Canal Zone, Panama.



PANAMA ENGINEER RETIRES
Brother W. A. Sears of Cristobal, Panama, looks out of his cab window, but this time it's for the photographer.

Tribute was paid to Brother Sears in the following contribution by a colleague of the P. R. R.

"Effective December first the Panama Railroad loses the services of another of the Old Guard, one who after 27 years service retires, leaving behind a record of which he may well be proud, for during those 27 years not one mark has been placed against that record. His first rating read 'workmanship—excellent'; conduct—excellent.' During his long service he was merited and received the same rating.

Brother Sears was born at Woburn, Mass., November 5, 1877, where he attended school. At the age of 18 he entered the service of the New York, New Haven & Hartford Railroad as fireman, and was promoted to the grade of locomotive engineer in July, 1905, which position he held until leaving the service to accept employment with the Panama Railroad Company in January, 1913.

Since 1907 Brother Sears has held continuous membership in Div. 312 of the B. of L. E. He has been a loyal member of Div. 312, and, although he is a long distance from home, he has obtained many new members for them.

It is understood that Brother and Mrs. Sears plan to make their future home in St. Petersburg, Fla., and their many friends wish them a long and happy life in that garden city of the south.—S. W. Collins, I. S., Div. 312.

200

TREMONT & GULF RAILWAY COMPANY.

J. S. JOYCE, President, Chicago, Ill.
C. O RUNDALL, Vice-President, "
JOHN P. GREGG, Asst. Sec. and Asst. Treas., "
A. L. SMITH, General Manager, Winnfield, La.
J. T. DeLOACH, Treasurer, "
J. W. MITCHELL, Auditor, "
O. TRAHAN, Traffic Manager, "
WIRT PARKER, Master Mechanic, "
E. L. HENDERSON, Roadmaster, "

No. 15	Mls	July, 1932.	No. 16
Mixed.	....	(Central time.)	Mixed.
†9 35 A M	0	lve....**Tremont**[1]..arr.	9 00 A M
9 55 "	5	.....Cartwright.....	8 40 "
10 10 "	10	.....Eros.....	8 25 "
10 35 "	17	.....**Chatham**.....	8 00 "
10 55 "	22	.....Womack.....	7 40 "
11 05 "	25	...**Gulf Crossing**[2]...	7 33 "
11 20 "	28	.....Lyons.....	7 13 "
11 40 A M	33	.....**Sikes**.....	6 58 "
12 01 P M	40	.....Ringwood.....	6 33 "
12 08 "	43	.....Joyce.....	6 25 "
12 13 P M	44	..**Menefee Junction**..	†6 20 A M
.....	44	..**Menefee Junction**..	.....
.....	48	.....Colgrade.....	.....
.....	54	.....Curry.....	.....
⊡	61	.....Denkman.....	⊡
.....	62	.....**Rochelle**[3].....	.....
.....	64	.....Montague.....	.....
.....	66	.....**Waggoner**.....	.....
12 35 P M	49	arr...**Winnfield**[4]..lve.	†6 00 A M

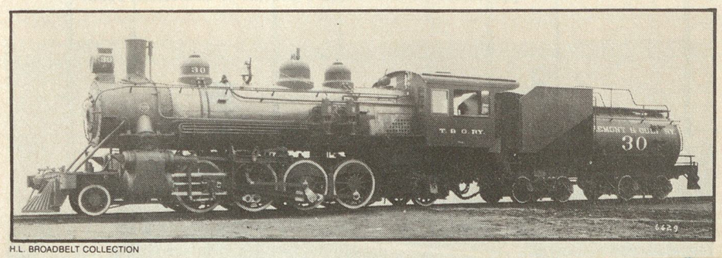
† Daily, except Sunday. ⊡ Irregular service between Winnfield, Menefee Junction and Waggoner. Miles operated, 66.6.

Connections.—[1] With Yazoo & Mississippi Valley R.R. [2] With Ouachita & North Western R.R. [3] With Missouri Pacific R.R. [4] With Chicago, Rock Island & Pacific Ry., Louisiana & Arkansas Ry.

Amount	Clos. No.	Sold	Amount

Extra 44, a 10 wheeler built by Baldwin 1913 as Louisiana & Arkansas #506 O/N 37714

Mike built by Baldwin in 1917 as T&G #30, later Magma Arizona #7 and as #400 of the Texas State in 1978

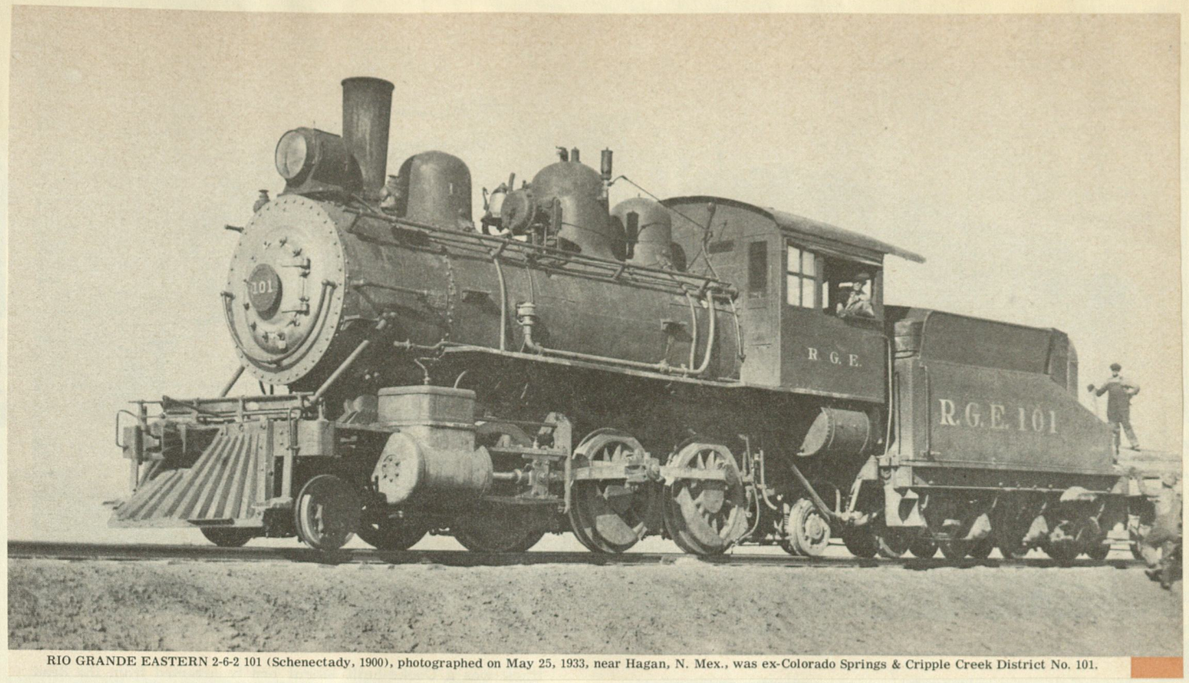


H.L. BROADBELT COLLECTION

O/N 46491

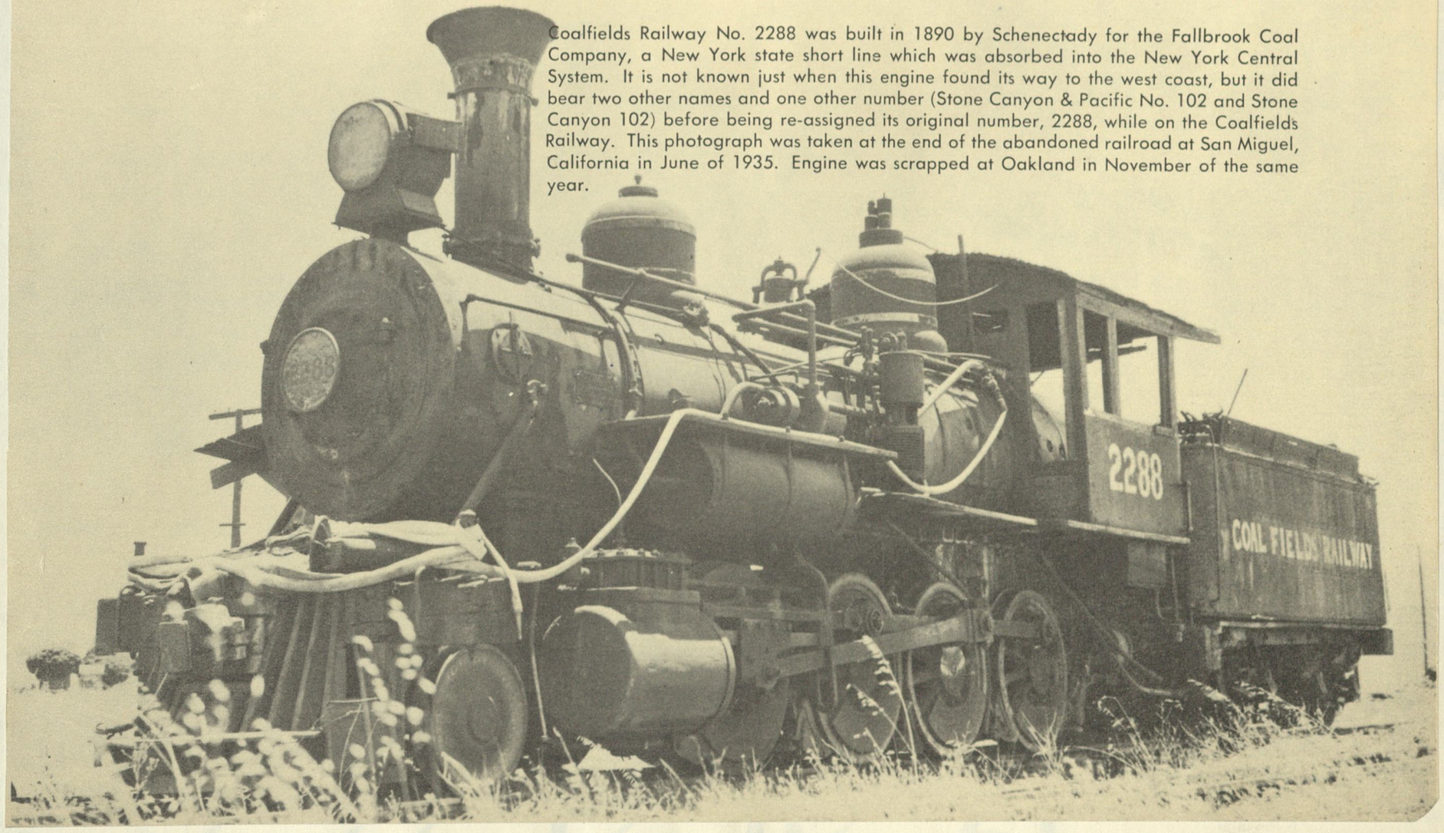
Much trackage of the now-extinct Tremont & Gulf Railroad in Louisiana extended through swampland where trailing Spanish moss caressed the passing cars.

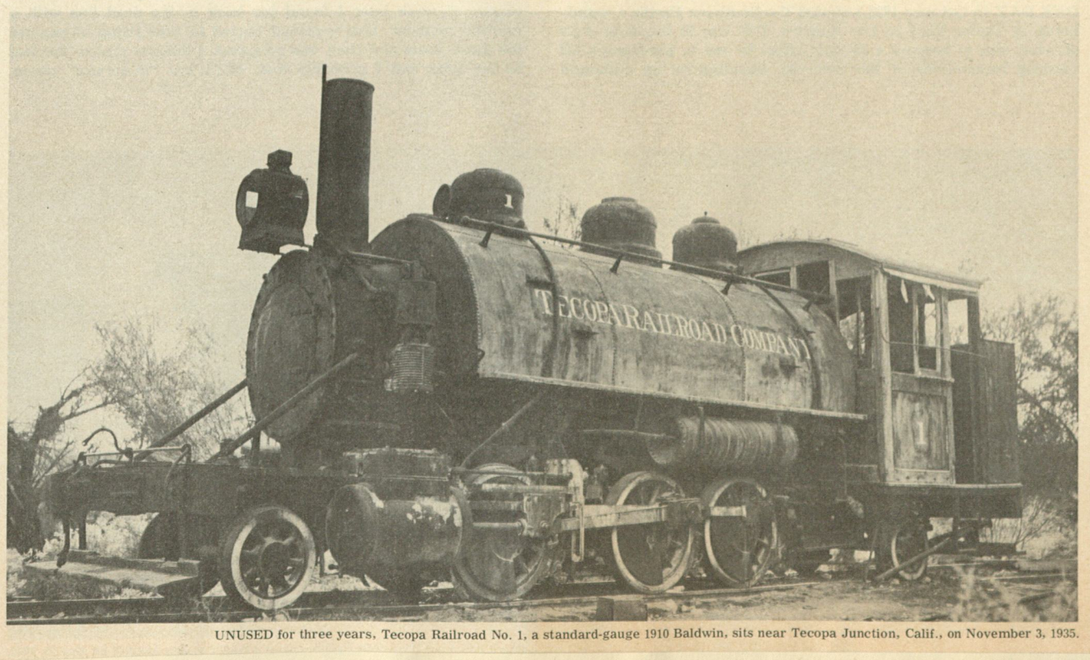
201



RIO GRANDE EASTERN 2-6-2 101 (Schenectady, 1900), photographed on May 25, 1933, near Hagan, N. Mex., was ex-Colorado Springs & Cripple Creek District No. 101.

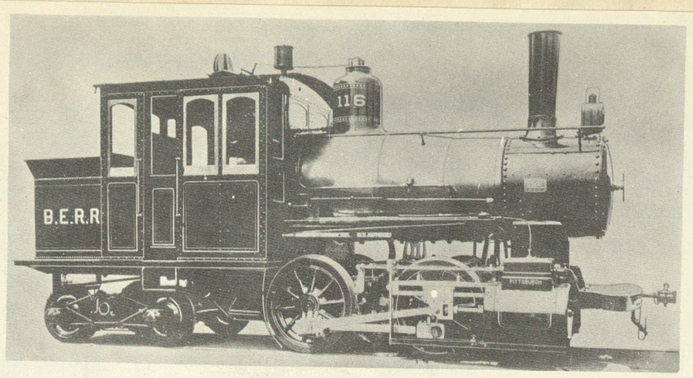
Coalfields Railway No. 2288 was built in 1890 by Schenectady for the Fallbrook Coal Company, a New York state short line which was absorbed into the New York Central System. It is not known just when this engine found its way to the west coast, but it did bear two other names and one other number (Stone Canyon & Pacific No. 102 and Stone Canyon 102) before being re-assigned its original number, 2288, while on the Coalfields Railway. This photograph was taken at the end of the abandoned railroad at San Miguel, California in June of 1935. Engine was scrapped at Oakland in November of the same year.



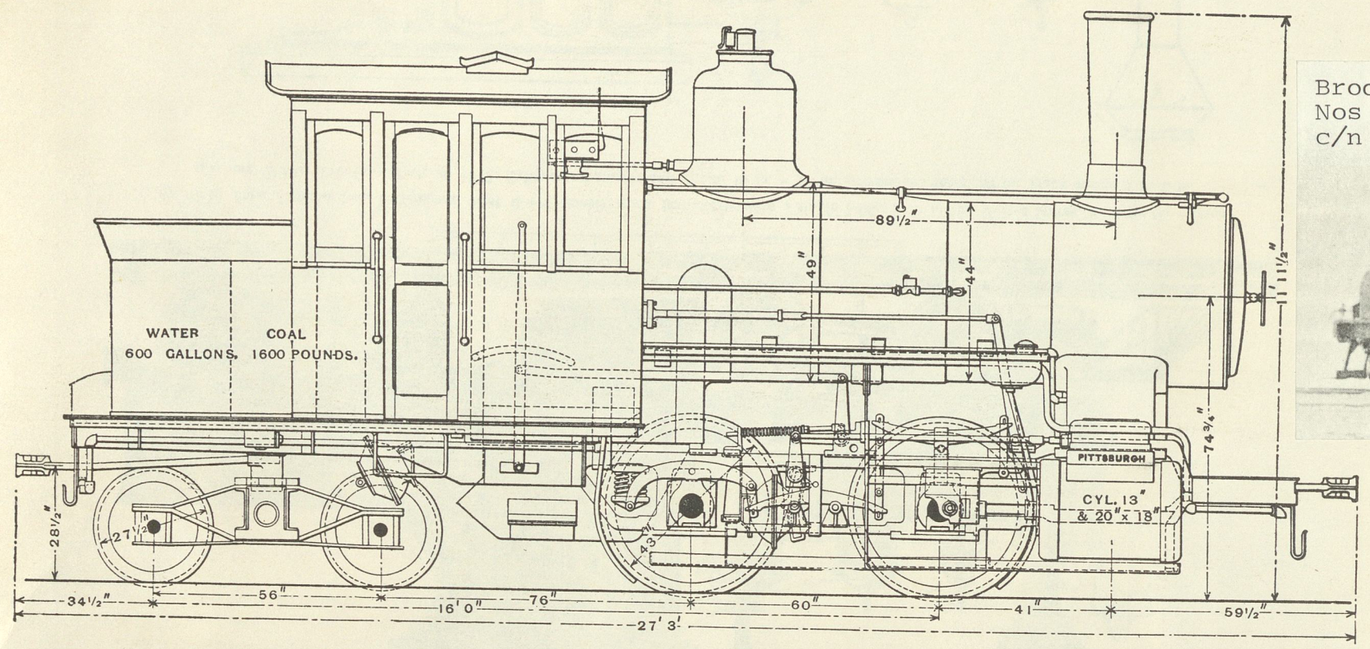


UNUSED for three years, Tecopa Railroad No. 1, a standard-gauge 1910 Baldwin, sits near Tecopa Junction, Calif., on November 3, 1935.

202

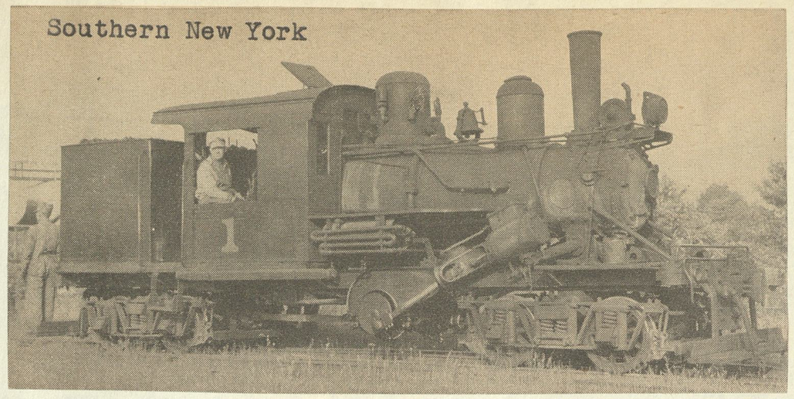


Nos 116-118
c/n 1447

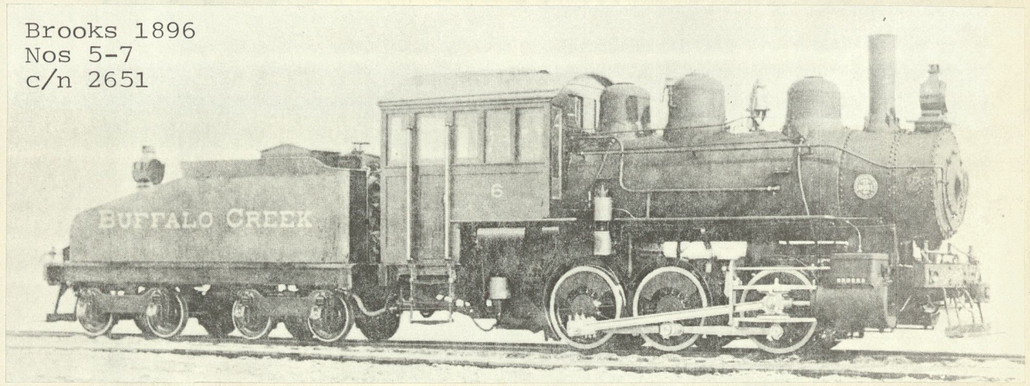


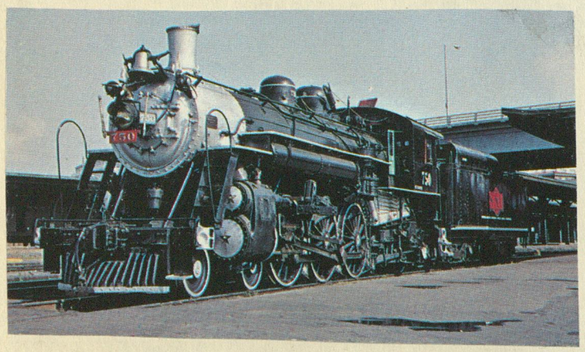
Brooklyn Elevated compound Forney type locomotive No. 116, built by the Pittsburgh Locomotive & Car Works in July 1893.

Southern New York



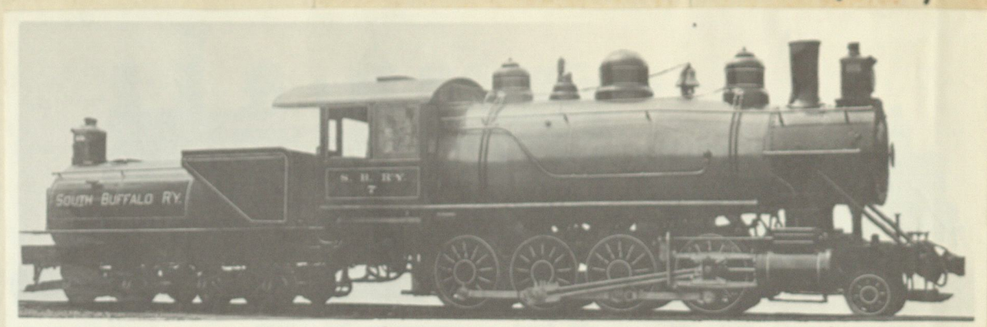
Brooks 1896
Nos 5-7
c/n 2651



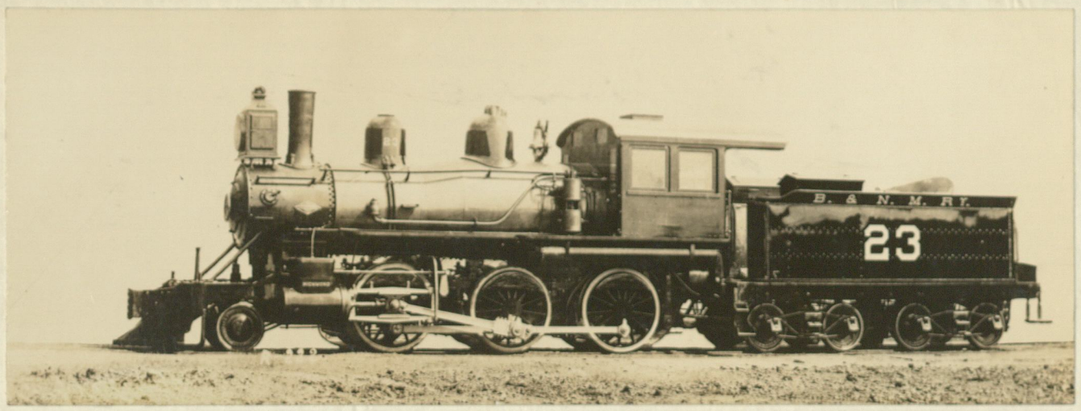


This old girl certinally doesn't show her age as she proudly rolls along near Eden, Alabama in February of 1970. Built by Schenectady in 1910 (c/n 46567) as Florida East Coast #80. Sold to the Savanah & Atlanta in 1935 and noed 750. Then rescued by, and is the property of, the Atlanta Chapter of the National Railway Historical Society.

(1946)



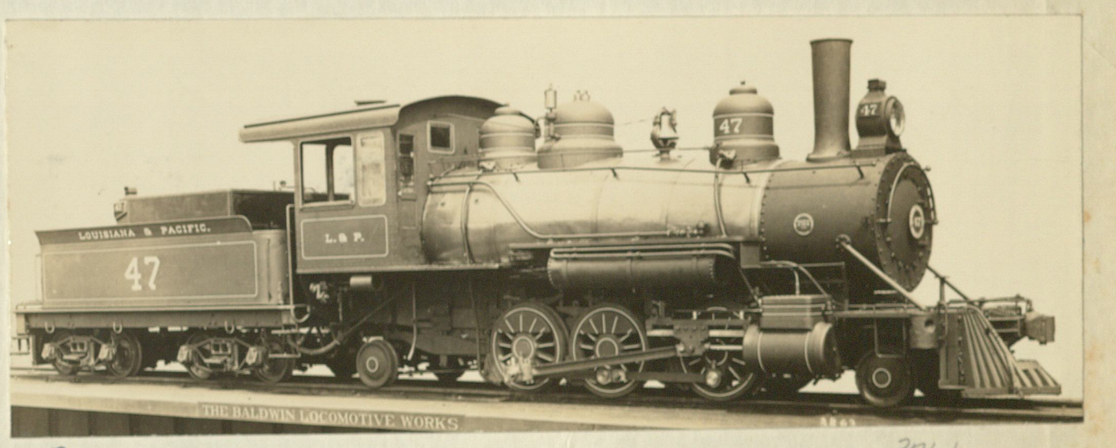
South Buffalo #7, 1903, 2-8-0 type. BALDWIN C/N 22148



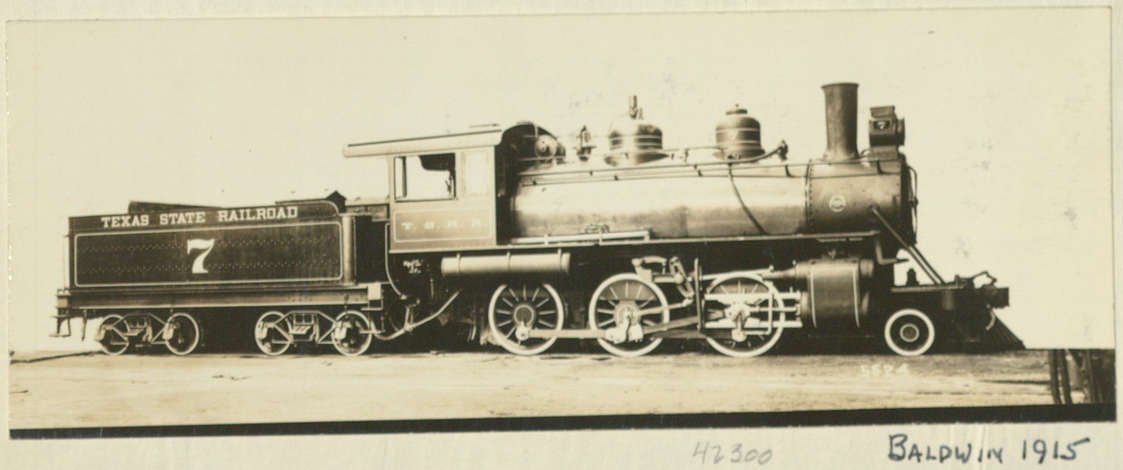
BRAINERD & NORTHERN MINNESOTA RICHMOND 1898
C/N 2722

BALDWIN 1903 C/N 22063

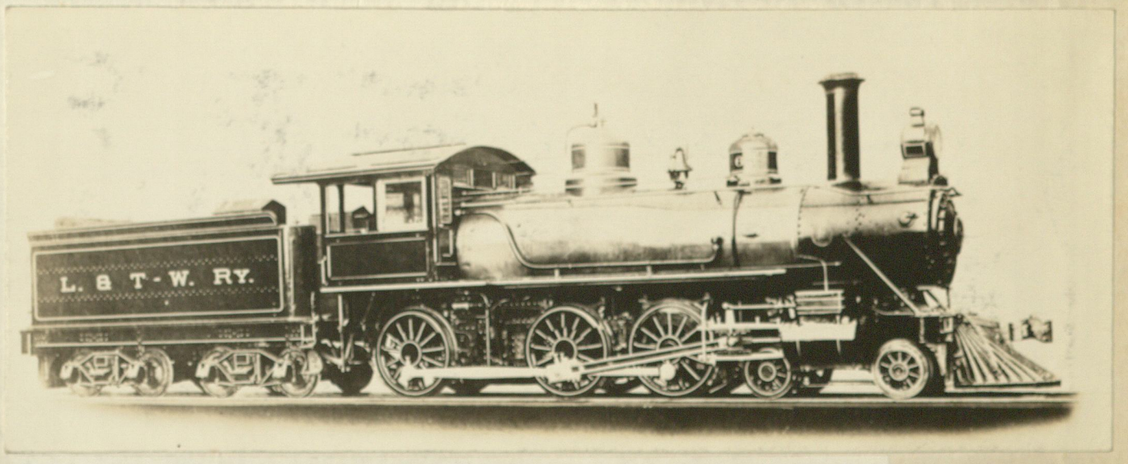
C/N 55150 TO T&NO 192 BALDWIN 1921



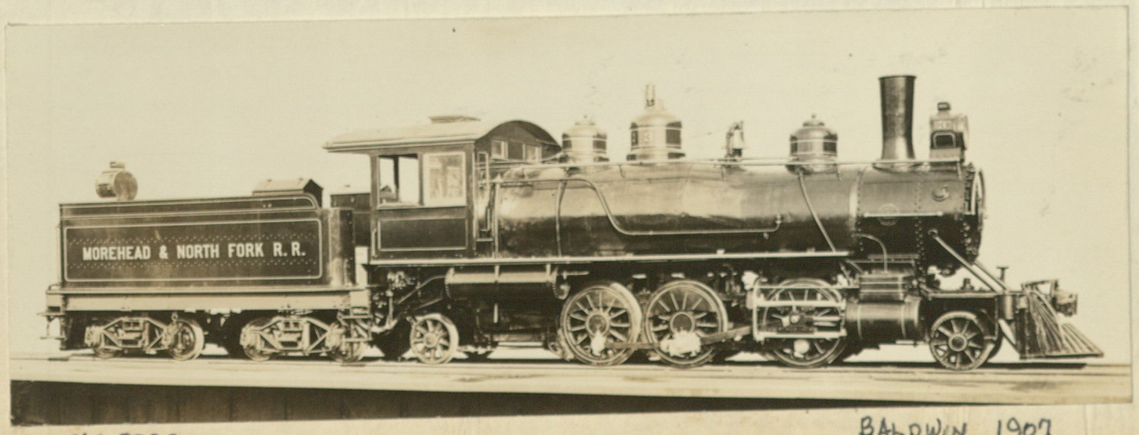
BALDWIN 1912 37616
TO LONG BELL LBR #11



42300 BALDWIN 1915



Laurel & Tullahoma Western #60 Built by Baldwin 1904
c/n 23977 To LR&N #87 in 1911 then L&A #87



C/N 32222 BALDWIN 1907

++++++++++++++++++++++++++++++++
NOTE..Please store flat. Placing on edge will tend to break down the spline.
++++++++++++++++++++++++++++++++

F. RAY McKNIGHT
8835 S. W. HAZELVERN W...
PORTLAND, OR 97223